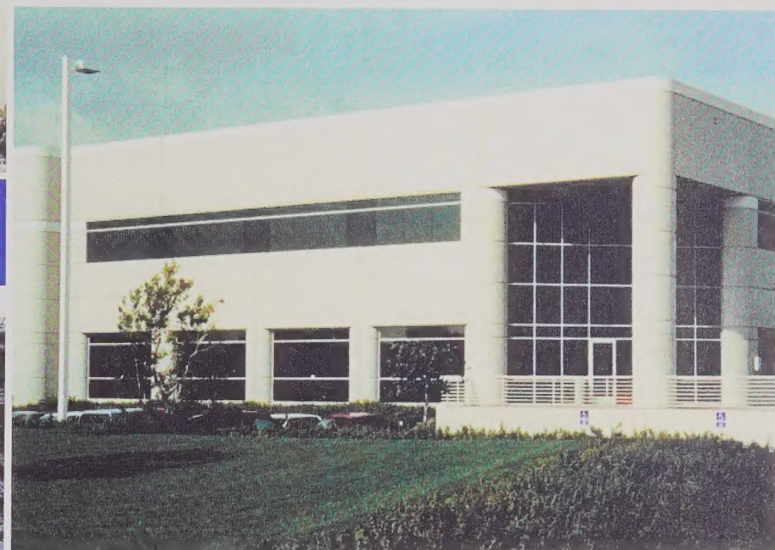


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McDONNELL CENTRE BUSINESS PARK

City of Huntington Beach

SPECIFIC PLAN NO. 11
(Volume One of Two)

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McDONNELL CENTRE BUSINESS PARK

City of Huntington Beach

SPECIFIC PLAN NO. 11



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October 6, 1997
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INTRODUCTION



Section One



INTRODUCTION

1.0 PURPOSE AND INTENT

The McDonnell Centre Business Park Specific Plan establishes the planning concept, design theme, development regulations and administrative procedures necessary to achieve an orderly and compatible development of the project area; and to implement the goals, policies, and objectives of the Huntington Beach General Plan. The intent is to establish a public private partnership to enable the creation of a “Campus-Park” industrial setting and achieve a high level quality in individual building design.

The McDonnell Centre Business Park Specific Plan identifies the location, character and intensities of the planned business park development activities. The Specific Plan establishes the alignment and design of a circulation system, and all public facilities and infrastructure necessary to facilitate a master planned development. The Specific Plan creates a compatible design theme for the project area and establishes the development regulations necessary to accomplish the identified objectives.

The Specific Plan is regulatory in nature and serves as zoning for the McDonnell Centre Business Park area. Subsequent development plans, Parcel Maps and other entitlement requests for the project area must be consistent with both the Specific Plan and the Huntington Beach General Plan. An Environmental Impact Report (E.I.R. 96-1), with identified mitigation measures, has been prepared as a companion report to the Specific Plan. An Addendum to EIR 96-1 addresses the Specific Plan Amendment No.1 modifications.

1.1 AUTHORITY AND PROCEDURE

The State of California requires that all cities and counties prepare and adopt a comprehensive General Plan for the physical development of their area of jurisdiction.

Following the adoption of the General Plan, the entity is required to develop and adopt regulating programs (zoning and subdivision ordinances, building and housing codes, and other regulations), which will implement the policies described in the General Plan.

California State law authorizes cities with complete General Plans to prepare and adopt Specific Plans (Government Code Sections 65450 et. seq.). Specific Plans are intended to be a bridge between the local General Plan and individual development proposals. Specific Plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development standards and other regulatory methods into one document which can be tailored to meet the needs of a specific area.

Local planning agencies or their legislative bodies may designate areas within their jurisdiction as ones for which a Specific Plan is “necessary or convenient” (Government Code Section 65451).



A Specific Plan may either be adopted by ordinance or resolution (Government Code Section 65507). Adoption by ordinance is common when the Specific Plan amends a development code, zoning ordinance, or other code, when specific regulatory measures are included and when local charters require adoption by ordinance. Resolutions are commonly used when the plan is more of a policy document. Should the legislative body wish to change a proposed Specific Plan recommended by the Planning Commission, the change must first be referred back to the Commission for consideration, if not previously considered (Government Code Section 65504).

Adoption or amendment of a Specific Plan constitutes a project under the California Environmental Quality Act (CEQA) and the State's Environmental Impact Report (EIR) guidelines. If the initial environmental review shows that the proposed or amended plan could significantly affect the environment, the jurisdiction must prepare an EIR and submit it in draft form for public review. The need for an EIR in a particular case is determined by the local government. A Specific Plan and an EIR on a Specific Plan overlap extensively; they must address many of the same concerns and the process for preparing them is nearly identical. Therefore, environmental assessment should be an integral part of preparing or revising a Specific Plan.

The preparation, adoption and implementation of the McDonnell Centre Business Park Specific Plan by the City of Huntington Beach is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

The Huntington Beach General Plan has recently been rewritten and adopted by the City Council (May 13, 1996). The amended General Plan maintains the industrial designation for the project area. The McDonnell Centre Business Park Specific Plan is consistent with the goals and policies of the Huntington Beach General Plan.

1.2 SCOPE AND FORMAT

The McDonnell Centre Business Park Specific Plan is divided into six sequential sections. Section One is the Introduction and describes the purpose and intent of the document along with a brief explanation of Specific Plan procedures and authorization.

Section Two is the Project Area Description and is intended to establish the reasons why the Specific Plan process is logical and necessary for this portion of the City. This section presents a general description of the Specific Plan area including designated land uses, existing zoning and existing uses. In addition, special characteristics and existing conditions which make this area unique have been identified.



Section Three is Implementation and discusses the process by which individual projects will be reviewed and approved. This section outlines the Parcel Map and Site Plan Review procedures. This section also describes the process for project appeals and the methods by which the Specific Plan can be modified or amended.

Section Four describes the Master Plan Concept. The design concept evolves from the objectives outlined in Section One and the existing conditions discussed in Section Two, along with input from numerous public

meetings and special studies conducted by and for the City. This section presents the development options proposed for various sites and the circulation, public facilities, infrastructure and landscaping which will support the development concept and reinforce the design theme. In addition, a development phasing plan has been prepared as part of this section.

Section Five establishes Design Guidelines for the entire project area and for individual project development. This section identifies and describes the intended character for the area and provides a framework for project implementation.

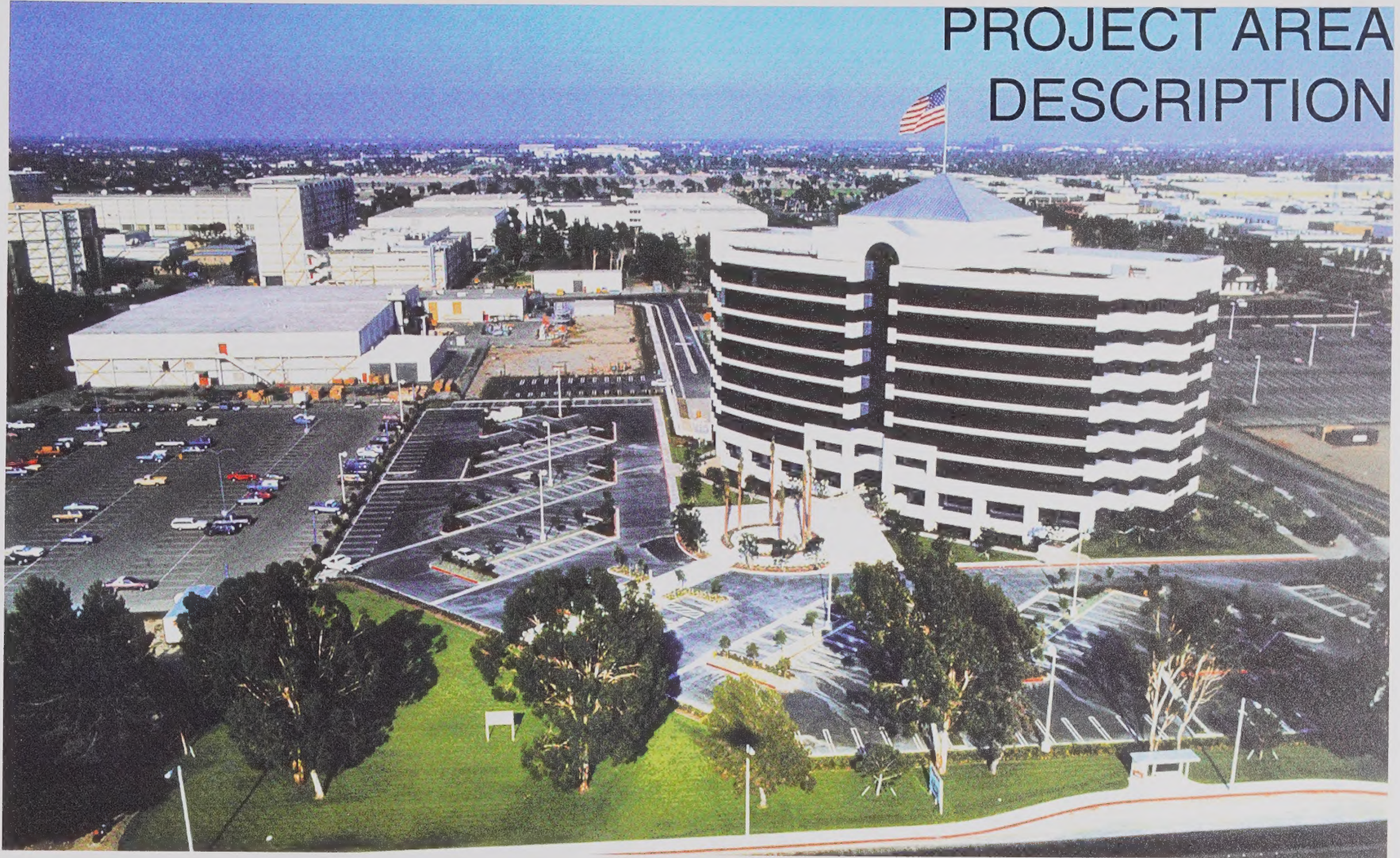
Section Six presents a detailed description of the Development Regulations which are necessary to guide and control new projects and carry out the goals and policies of the Specific Plan and the City's General Plan.



An Appendix (printed under separate cover) has been compiled which contains all the special studies and reports which have contributed to the formation of the Specific Plan. The Appendix (Volume Two) includes the Legal Description of the site, a General Plan Consistency Analysis, and identifies the Mitigation Measures desired in the Environmental Impact Report.



PROJECT AREA DESCRIPTION



Section Two



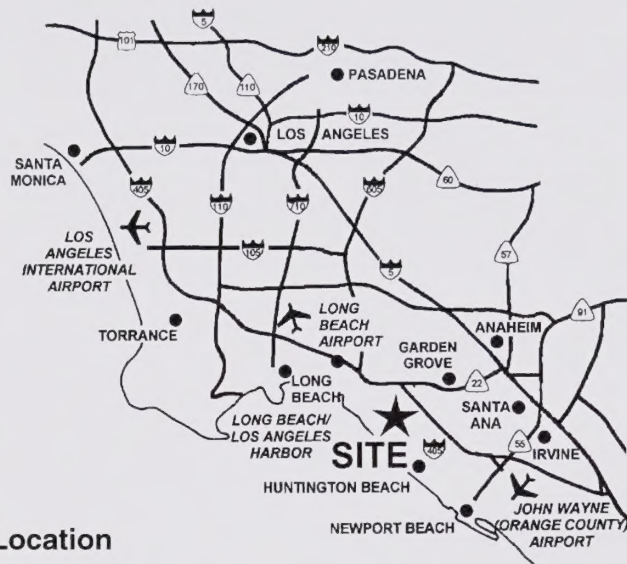
2.0 LOCATION

San Gabriel (605) Fwy.



Vicinity Maps

Exhibit 1



Regional Location

The project area is surrounded by a variety of land uses and activities. A railroad spurtrack of the U.S. Navy and Rancho Road create the northern boundary with low density residential uses located across from the railroad tracks (in the City of Huntington Beach) and across Rancho Road (in the City of Westminster). To the south, office and manufacturing uses are located across from Bolsa Avenue. To the east, low density residential and commercial uses are located across from Springdale Street. To the west, is the Orange County Flood Control Channel (CO-3), owned by the Orange County Flood Control District. The property across from Bolsa Chica Street is owned by the U.S. Navy and is used as part of the Seal Beach Naval Weapons Station (in the City of Seal Beach).

2.1 GENERAL PLAN DESIGNATION

The entire site of the McDonnell Centre Business Park is currently designated as industrial with a floor area ratio (F.A.R.) of 0.75 in City's General Plan. The site has been designated for industrial land uses since the mid 1960's. Continuation of industrial uses in this portion of the City is compatible with the General Plan Goal (LU 12) to "Achieve the development of industrial uses that provide job opportunities for existing and future residents, as well as the surrounding subregion, and generate revenue for the City."

2.2 ZONING REGULATIONS

The McDonnell Centre Business Park is presently zoned limited industrial ("IL") and limited industrial with a high rise overlay ("IL-H"), in designated areas. The adoption of this Specific Plan will supersede the existing zoning and establish a new set of development regulations. The Specific Plan, as presented with industrial, office and support commercial uses, is consistent with the current General Plan; and therefore will not require a General Plan Amendment.





Aerial Photograph

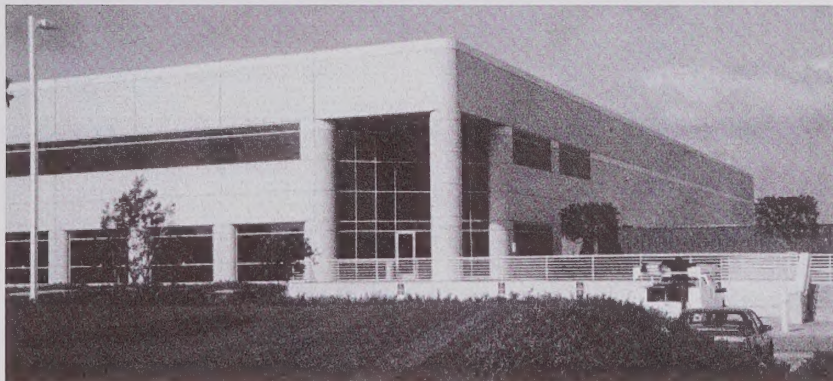
Exhibit 2 - 1997 Aerial Photograph



2.3 CURRENT LAND USES

The McDonnell Centre Business Park site currently consists of a number of activities. The primary use is the approximately 2,800,000 square foot McDonnell Douglas Aerospace Facility. The facility consists of numerous industrially related research and development structures along with a high-rise office building. This facility has been approved and developed in numerous phases over many years beginning in 1963 (Exhibit 2).

New private developments have been built on the eastern portion of the project area, replacing the truck farming operations of the past. In 2002, at the time of Amendment No.1, some portions of the site had been developed with other industrial and commercial uses, including Cambro Manufacturing, Sharp Electronics, Dynamic Cooking, DIX Metals, Airtec, Konica, and C&D Aerospace. Additionally, the Extended Stay facility, and Boeing Recreation facility and fitness center have been built along Bolsa Chica Street. (Exhibit 3). The activities described in the Specific Plan reflect the beginning of the planning process (June 1996) with minor modifications made at the time of Amendment No.1 (2002). Since the initiation of this exercise a number of projects, as



mentioned earlier, have been reviewed and approved subject to the specifications of the Specific Plan.



2.4 PLANNING HISTORY

The McDonnell Centre Business Park project area has been the subject of many special studies with a variety of development options explored. In 1981 a proposal was prepared for the development of 1,200,000 square feet of industrial and office space. The proposal was for a Restricted Manufacturing Zone Change which allowed for an “appropriate” mix of uses; concurrent with the Zone Change request, a Multi-Story designation was also requested. The Industrial/Office complex plans consisted of industrial and warehouse buildings, office buildings, a hotel and restaurant with a parking structure, interior circulation system and landscaped open space. The office and hotel structures were proposed for six and seven stories along the eastern portion of the project area adjacent to Springdale Street. Due to market conditions, the project was not pursued.



2.5 STATE MANDATED REQUIREMENTS

To comply with the State of California legislated mandates, the City of Huntington Beach has adopted several plans to deal with regional issues including Air Quality, Congestion Management, Growth Management and Transportation Demand Management Plans.

2.5.0 POLICY :

All projects within the Specific Plan area shall comply with the applicable provisions of the following plans:

2.5.1 South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan (AQMP) requires measures to reduce traffic congestion, improve air quality, and requires that cities develop Air Quality components within their General Plans. These measures include Regulation XV, a program which requires employers of more than one hundred (100) persons to prepare trip reduction plans, and a requirement for jurisdictions to prepare an air quality component in the General Plan.

The City of Huntington Beach is subject to all local jurisdiction requirements set forth by the AQMP. The City has adopted an Air Quality Element which incorporates AQMP measures.

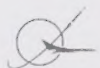
2.5.2 Congestion Management Plan

The Congestion Management Plan (CMP) is required by Assembly Bill 471 (Proposition 111), subsequently modified by Assembly Bill 1791. This Bill requires every urbanized county to adopt a CMP; the County of Orange has prepared a CMP which includes the City of Huntington Beach. The CMP requires mitigation of traffic impacts of development, as well as trip reduction programs. The City of Huntington Beach has completed the mandated components of the CMP including level of service standards, trip reduction program, and a capital improvements program for traffic and transit.

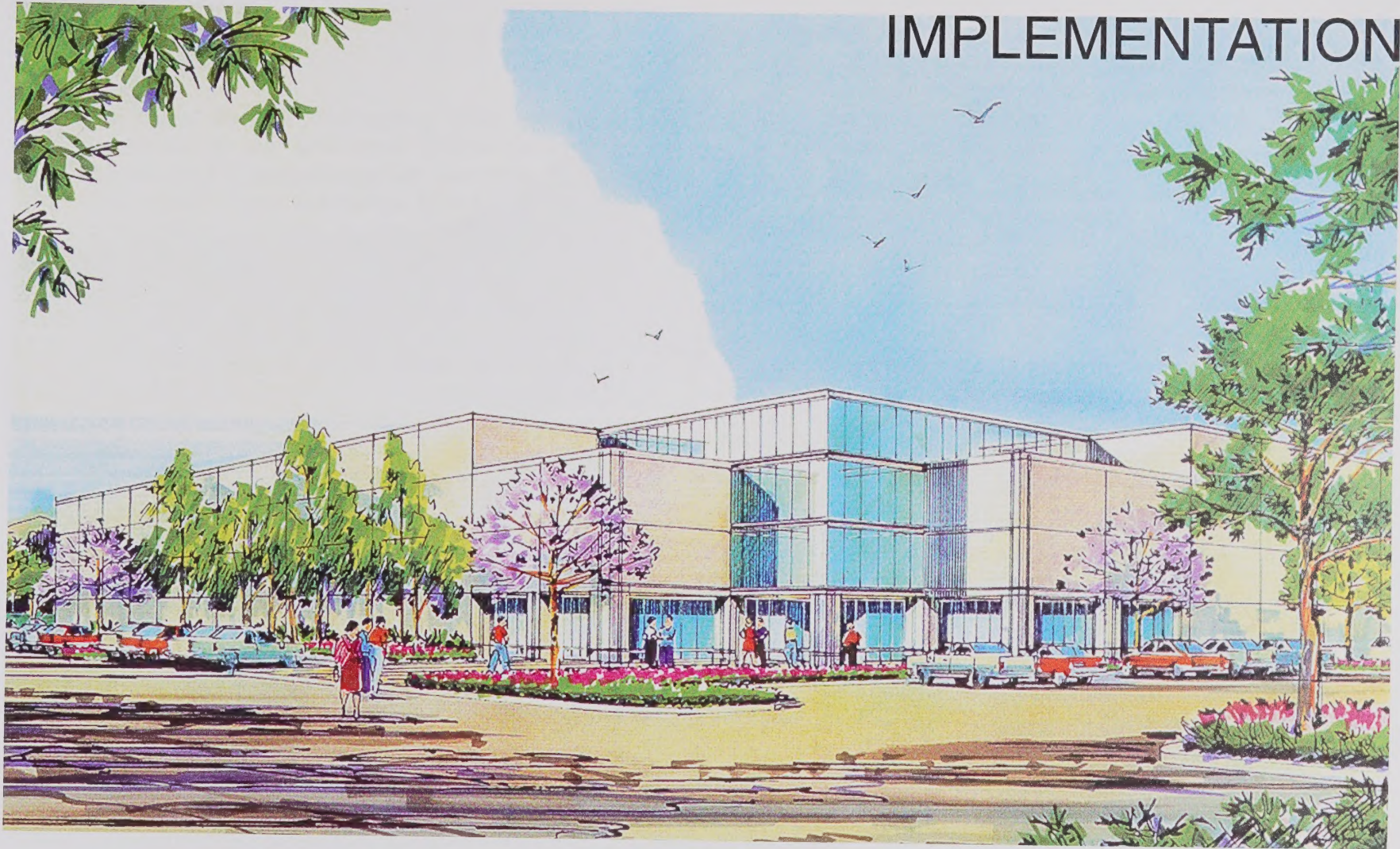
2.5.3 Growth Management Plan

A Growth Management Plan (GMP) is required to implement the passage of Orange County Measure M approved in the 1990 election. Its purpose is to ensure that the planning, management, and implementation of traffic improvements and public facilities are adequate to meet current and projected needs. The City has an approved Growth Management Element which meets the requirements for Measure M funding and an adopted Transportation Demand Management Ordinance.

Transportation Demand Management (TDM) measures are generally directed at increasing auto occupancy, decreasing peak hour usage, and managing demand for transportation facilities. The City TDM Ordinance is part of its compliance with the Growth Management Plan.



IMPLEMENTATION



Section Three





Existing Conditions

Exhibit 3 - 2000 Aerial Photograph - Revised 12/2001



IMPLEMENTATION

3.0 ADMINISTRATION

The City's Director of Planning shall administer the provisions of the McDonnell Centre Business Park Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, the Huntington Beach Municipal Code, and the City's General Plan.

The Specific Plan development procedures, regulations, standards and specifications shall supersede the relevant provisions of the City's Zoning Code (Huntington Beach Zoning and Subdivision Ordinance), as they currently exist or may be amended in the future. Any development regulation and building requirement not addressed in the Specific Plan shall be subject to the City's adopted regulations in place at the time of an individual request.

The Director of Planning shall have the discretion to determine if requests for modification to the Specific Plan are minor or major. Minor modifications or amendments may be accomplished administratively by the Director. Major amendments will require the processing of a Zoning Text Amendment, subject to the City's processing regulations in place at the time of the request. Minor modifications to the Specific Plan include, but are not limited to:

- The addition of information to the exhibits or text which serve to clarify, but do not change the meaning or intent.

- Changes to the infrastructure (i.e., storm drain, water and sewer systems), as recommended by the City's Director of Public Works.
- The adjustment, addition and/or lot consolidation as addressed in this section of the Specific Plan.
- Modifications to the alignment of the Planning Area boundaries to coincide with specific development plans, as recommended by the City's Director of Planning.

All modifications must be reviewed for compliance with the goals and policies of the City's General Plan, intent of the McDonnell Business Park Specific Plan and consistency with the Environmental Impact Report.

3.1 DEVELOPMENT PHASING PLAN

The McDonnell Business Park Specific Plan area is designed for maximum flexibility and anticipates that individual development projects will be constructed over a period of years; with no specific target date for completion. Development starts and occupancy will be dictated by market forces and phased accordingly.

A development Phasing Plan (Section 4.5) has been prepared identifying a program of the relative timing of development within each of the Planning Areas. The Phasing Plan also provides a guideline for the construction of community infrastructure and public improvements to adequately service new projects within the Specific Plan area.



3.2 METHODS AND PROCEDURES

The methods and procedures for implementation of the Specific Plan shall be on a project by project basis. The adoption of the Specific Plan alone will not require infrastructure improvements to the project area. Physical improvements will only coincide with the recordation of a Parcel Map and/or approval of an individual development project. The Specific Plan is a regulatory document and is not intended to be a Development Agreement.

3.3 MASTER PLAN

A Master Plan Concept for the project area identifying primary and alternative land uses, circulation system, infrastructure layout, public facilities and landscape scheme has been prepared (Section Four) in conjunction with the Specific Plan. All proposed projects shall be consistent with the intent of the Master Plan Concept.

3.4 PARCEL MAPS

The project area will be subdivided through a series of Parcel Maps. Parcel Maps shall be prepared consistent with the Master Plan Concept to create developable sites. These maps shall identify the infrastructure and improvements necessary to support the anticipated projects, subject to review by the City's Public Works and Fire Departments.

Upon recordation, Parcel Maps may be further divided and/or adjusted by filing a subsequent Parcel Map or a Lot Line Adjustment, pursuant to the provisions of the Subdivision Map Act. A parcel may be created with or without a specific project plan. A Parcel Map may be

approved, or conditionally approved by the Director of Planning and City Engineer providing the proposal is found to be in compliance with the Specific Plan.

In order to approve a Parcel Map the Director of Planning shall make the following findings:

- The Parcel Map is consistent with the General Plan Land Use Element designation of Industrial (F.A.R. 0.75), the Specific Plan, and all other applicable provisions of the City's adopted codes and regulations; and
- The site is physically suitable for the type and density of development proposed; and
- The design of the subdivision or the proposed improvements will not cause serious health problems or substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; and
- The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through the use of property within the proposed subdivision unless alternative easements, for access or for use, will be provided.

3.5 SITE PLAN REVIEW

Individual development projects within the McDonnell Centre Business Park Specific Plan project area shall be implemented through a Site Plan Review process. A Site Plan Review shall be required for all new development activity, with the exception of interior improvements,



general maintenance and repair or other minor construction activities that do not result in an intensification of the use. These exceptions may be subject to other Building and Public Works permits and approvals prior to commencement.

A Site Plan Review request shall be submitted to the City on a standard City application form. Prior to the submittal to the City; Boeing Company or their successors in interest may review all plans for acceptability of design, compliance with the CC&R's and Specific Plan intent.

Application to the City for a Site Plan Review shall include a narrative of the proposed activity along with preliminary development plans and drawings. The narrative shall consist of a project description identifying the intended services offered with square feet, hours and days of operation, number of employees, and other information as appropriate. Supplemental to the application submission, project plans shall be prepared including the following preliminary plans: site plan, floor plans, elevations, landscaping, grading, fencing and signage plans; other plans may be required depending on the complexity of the project. The entire parcel shall be plotted with dimensions and all pertinent data and include dimensions to the nearest intersecting public street and identify all street names. In addition, all existing and proposed physical features and structures on the subject property and abutting properties shall be plotted.

The application shall also include a legal description of the property, identification of the uses for each room on the floor plans and a list of all the building materials, and exterior colors. An application fee for this service shall

be established by a separate resolution of the City Council.

The Director of Planning has the authority to approve, conditionally approve, or deny a Site Plan Review. A Site Plan Review application may also require analysis and comments from various departments of the City. In order to approve a Site Plan Review application, the Director of Planning shall make the following findings:

- The request is consistent with the City's General Plan and all applicable requirements of the Municipal Code; and
- The requested activity will not be detrimental to the general welfare of persons working or residing in the vicinity nor detrimental to the value of the property and improvements in the neighborhood; and
- The requested activity will not adversely affect the Circulation Plan (Exhibit 9); and
- The requested activity will comply with the provisions of the McDonnell Centre Business Park Specific Plan and other applicable regulations or special conditions required of the project.

The action of the Director of Planning shall be final unless appealed to the Zoning Administrator by the applicant within ten calendar days of written notification. Such Appeals for a Site Plan Review shall be subject to the procedures outlined in the City's Zoning and Subdivision Ordinance.

A Site Plan Review approval shall be valid for a period of one year. Additional one year extensions may be



Site Plan Review Process

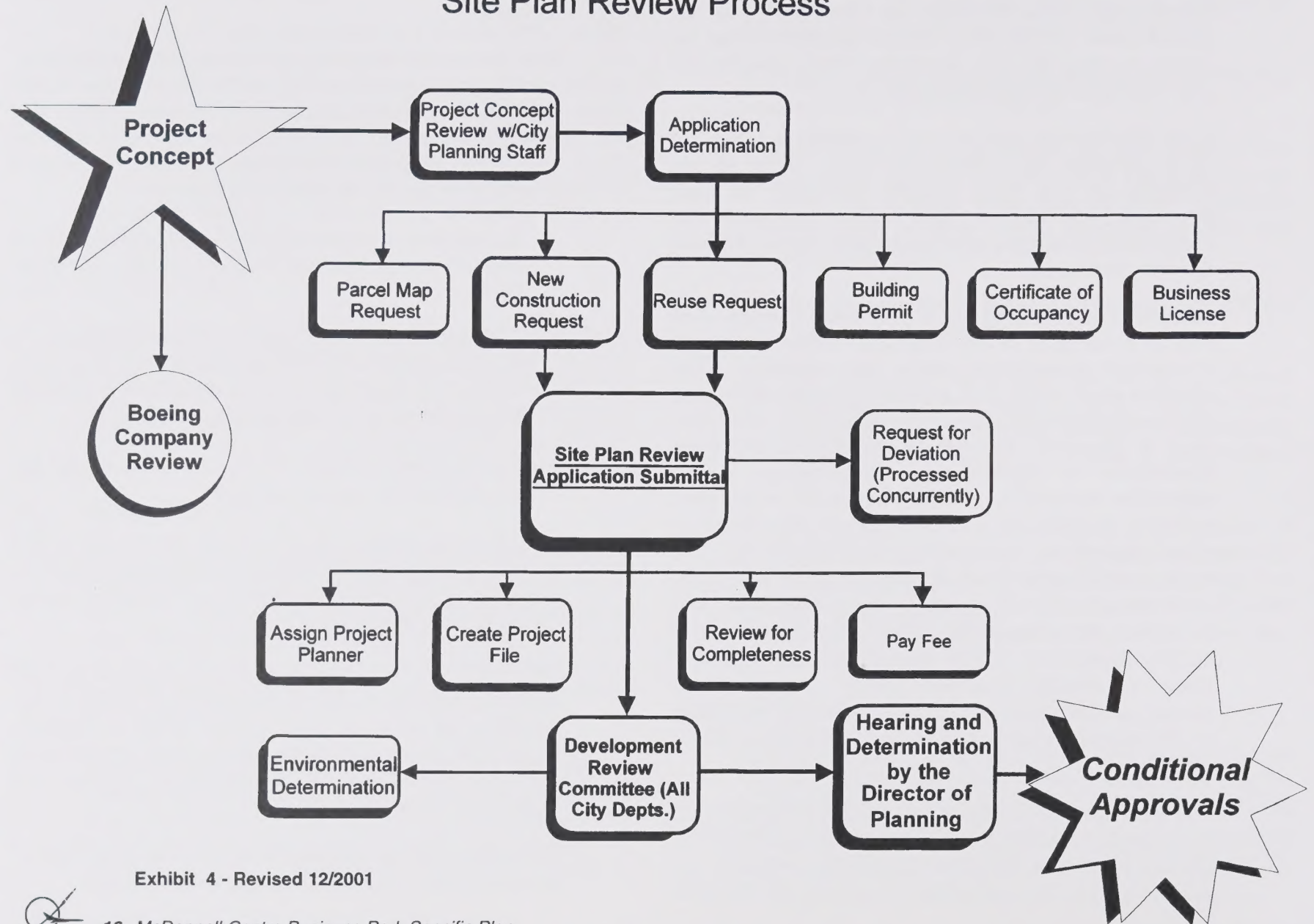


Exhibit 4 - Revised 12/2001

requested for a maximum of two years. Such an extension request must be made in writing by the original applicant, property owners, and/or authorized designee, a minimum of thirty days prior to the expiration of the current approval. If construction activity does not commence within the approval or extension period, the entitlement shall be terminated. All final decisions on site plan review proposals shall be the responsibility of the Director of Planning.

3.6 REUSE/ CHANGE OF USE REVIEW

Any proposal to reuse and/or change the use of a previously approved and constructed development, within the project area, will be subject to additional review by the Planning Department. The additional review will follow the same procedures outlined in the Site Plan Review process. A “like for like” change of use (i.e. office to office or light manufacturing to light manufacturing) may only be subject to the requirements for a new certificate of occupancy; however any intensification of use shall require a new Site Plan Review. The primary concern will be to review the project request with the E.I.R. “Trip Generation Budget” and analyze the on-site ratio of available parking with the anticipated number of employees. In addition any proposed physical modifications to the existing structure and/or site shall be subject to additional review and approval of the Director prior to the issuance of building permits.

3.7 ENVIRONMENTAL DETERMINATION

The extent and intensity of all anticipated development activity for the McDonnell Centre Business Park area has been identified in the Specific Plan and analyzed in

Environmental Impact Report 96-1. An Addendum to EIR 96-1 addresses the Specific Plan Amendment No.1 modifications.

Development project requests consistent with the Specific Plan shall not be subject to additional environmental review unless otherwise required by C.E.Q.A. However, the Director of Planning may request an additional environmental assessment for unique or unusual circumstances, that have not been previously addressed in the environmental review.

The Director of Planning may impose environmental mitigation measures, as specified in the E.I.R., as conditions of approval on individual Site Plan Reviews. Such conditions of approval shall describe the time period and manner in which the mitigation measure must be satisfied.

3.8 REQUEST FOR DEVIATION

The McDonnell Centre Business Park Specific Plan Development Regulations (Section Six) are intended to encourage projects which create an aesthetically pleasing appearance, enhance the environment, and facilitate innovative quality architectural design with an adaptation to the surrounding environment.

Deviations from the Development Regulations of the Specific Plan may be granted at the time of Site Plan Review for special circumstances and/or unique architectural features. Requests for Deviation may include but are not limited to parcel size, building height, site coverage, setbacks, open space, parking, and landscaping. Deviation requests, up to twenty (20) percent of any single standard, may be



considered by the Director of Planning. Deviations greater than twenty (20) percent must be approved by a Variance application before the Zoning Administrator, subject to the procedures outlined in the City's Zoning and Subdivision Ordinance. Development and construction phasing of selected provisions and features may be approved by the Director concurrent with a Site Plan Review and shall not require a Request for Deviation or Variance to the Specific Plan.

Deviations shall be allowed when, in the opinion of the Director of Planning, significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met. Some additional benefits which may make a project eligible for consideration include: greater open space, greater setbacks, unique or innovative designs, public open space, and the use of energy conservation or innovative technology. The Director of Planning may approve the Request for Deviation in whole or in part upon making the following findings:

- Promote better design, environmental and land planning techniques and contribute to the economic viability of the community, through aesthetically pleasing architecture, landscaping and site layout; and
- Not be detrimental to the general health, welfare, safety and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general; and

- Be consistent with objectives of the Specific Plan in achieving a project adapted to the area and compatible with the surrounding environment; and
- Be consistent with the goals and policies of the City's General Plan, and comply with State and Federal Law.

3.9 SPECIFIC PLAN AMENDMENTS

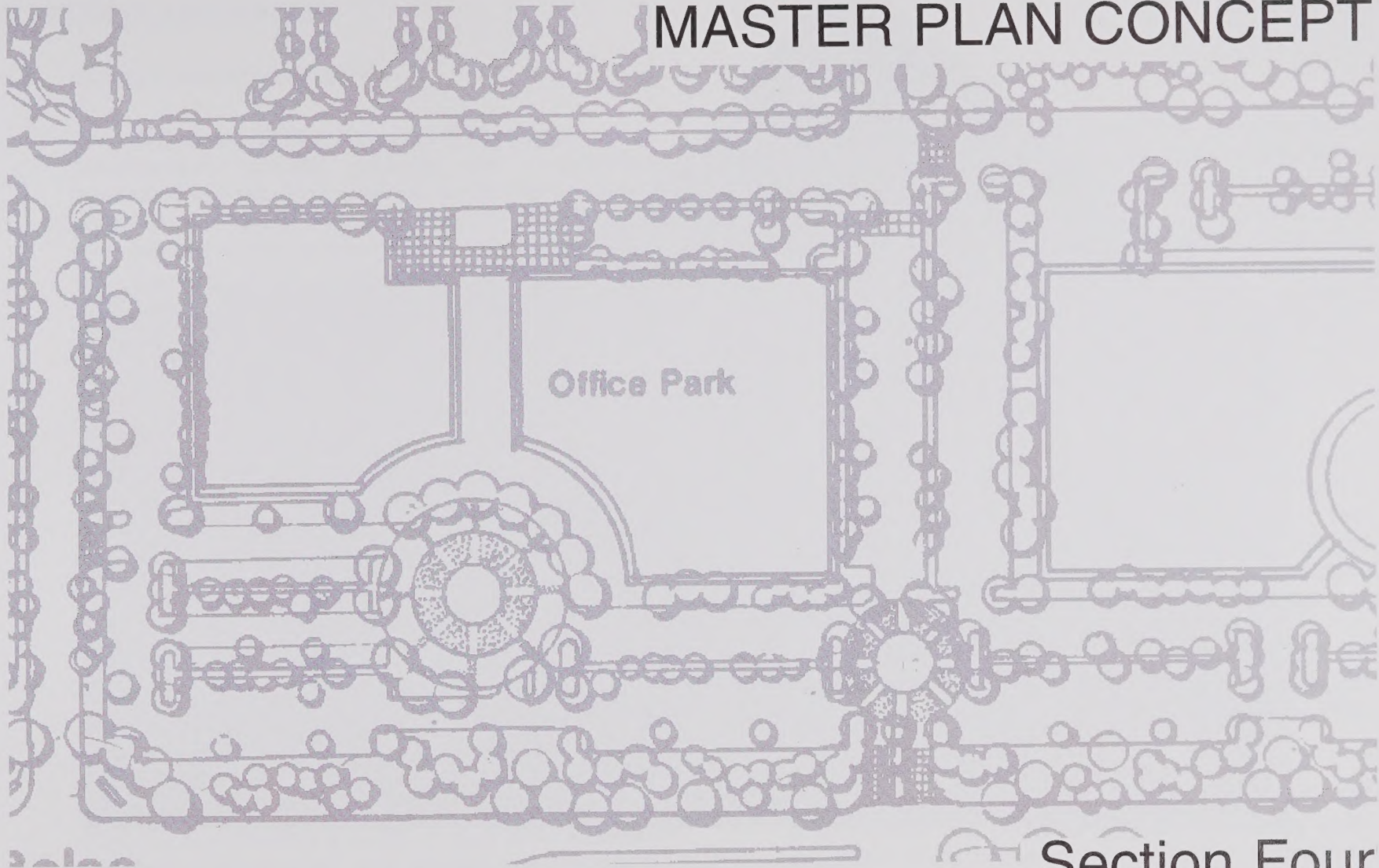
Specific Plan Amendments, other than a Minor Modification as previously described (Section.3.0), shall be made through the Zoning Text Amendment process; subject to consideration and approval of the Planning Commission and City Council in accordance with the provisions of the Huntington Beach Zoning and Subdivision Ordinance. Such Amendments may include changes to the Master Plan Concept, Design Guidelines policies and the introduction of alternative Development Regulations.

3.10 SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this title, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this title, or any future amendments or additions hereto. The City hereby declares that it would have adopted these titles and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

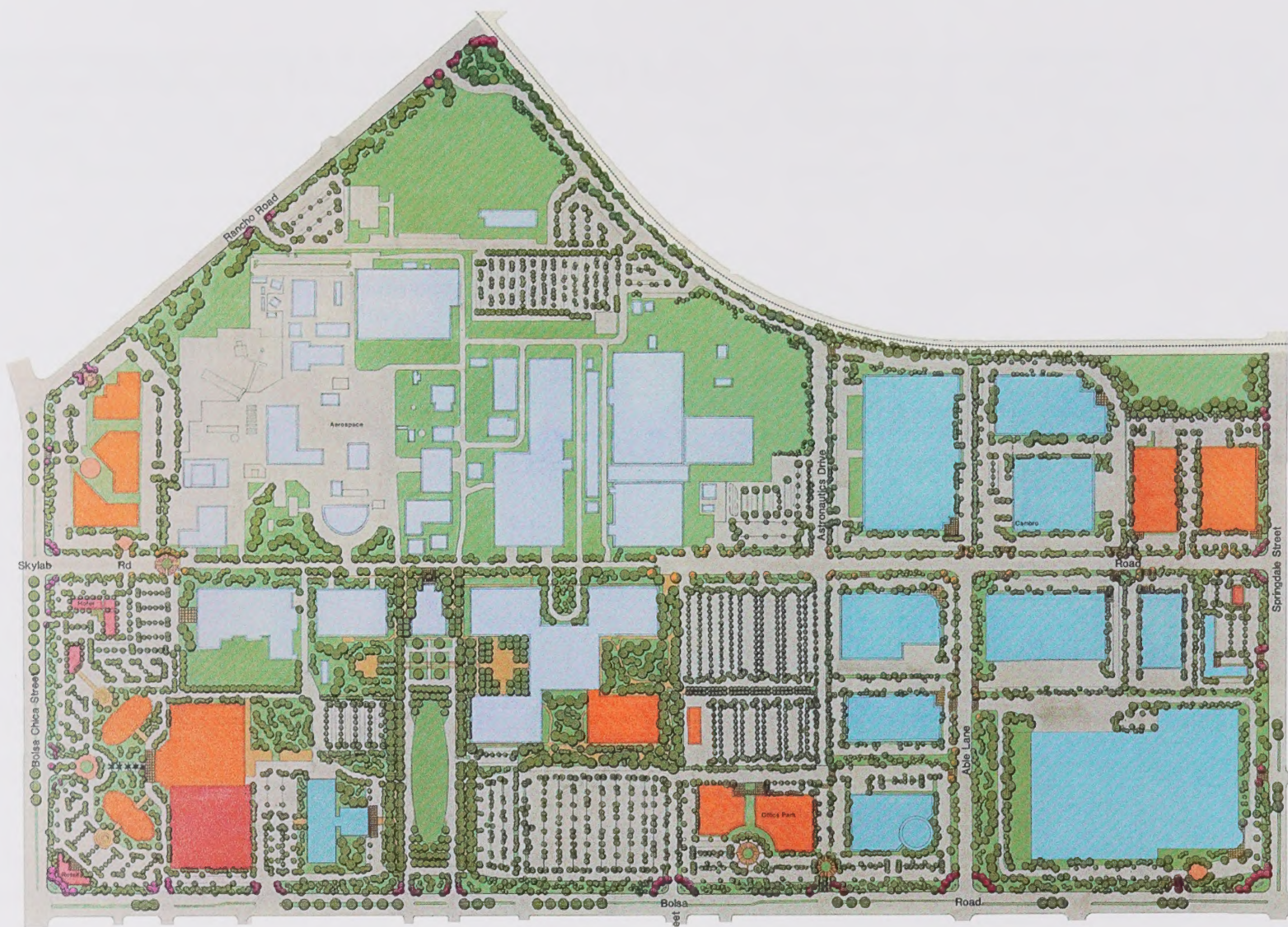


MASTER PLAN CONCEPT



Section Four





Illustrative Conceptual Master Plan

Exhibit 5

Note: This illustrative shows a hypothetical development scenario on the project site.
Illustrative prepared at the time of Specific Plan adoption in 1997.



MASTER PLAN CONCEPT

4.0 DEVELOPMENT CONCEPT

The McDonnell Centre Business Park Specific Plan development concept provides for a planned Industrial/Business Park complex in the Northwestern portion of the City of Huntington Beach. The Specific Plan establishes the general type, location, parameters and character of all development within the site's boundaries, while allowing for creative design ideas on individual projects consistent with an overall concept.

The McDonnell Centre Business Park will be a large (307 gross acre) master planned industrial facility with office and supporting retail uses. The Specific Plan is designed to allow for development in a manner that is compatible with the surrounding neighborhood and City of Huntington Beach. The area will be incrementally developed in phases over an extended period of time and provide an opportunity for a variety of quality industrial, office and commercial uses, consistent with the City's General Plan.

The McDonnell Centre Business Park Specific Plan provides the framework and guidelines necessary to create a unique, high quality, industrial, research and development business park complex. The site's natural features and proximity to regional transportation systems make the area ideal for a variety of compatible business land uses and activities. The development concept is designed in concert with the area's history of industrial activities and the community's need for a strong self-sufficient economy.

The McDonnell Centre Business Park provides for a range of employment opportunities in the professional, retail, service and industrial fields; and will widen the employment base of the community. The Specific Plan establishes a clear development concept to assure the facilitation of a cohesive complex. Design measures encompassing site planning, area landscaping, building architecture, streetscapes, pedestrian linkages, setbacks and signage have been established. Concern and adherence to these details will combine to create a unique and integrated business park development.

A conceptual illustrative site plan (Exhibit 5) has been prepared showing a hypothetical scenario utilizing the various guidelines described in the Specific Plan. The plan provides a potential layout identifying building orientation and placement, parking design and access, roadway configuration, entryways and landscaping.

The plan is not intended to reflect an ultimate build-out situation; a large variety of development patterns and activities may evolve consistent with the Specific Plan policies, guidelines and regulations.

The Specific Plan recognizes that development will occur over a long period of time and, therefore, must anticipate future concerns for the area. In order to address this concern, flexibility has been incorporated into the Specific Plan Development Regulations (Section Six). This flexibility in development guidelines is intended to accommodate future market trends



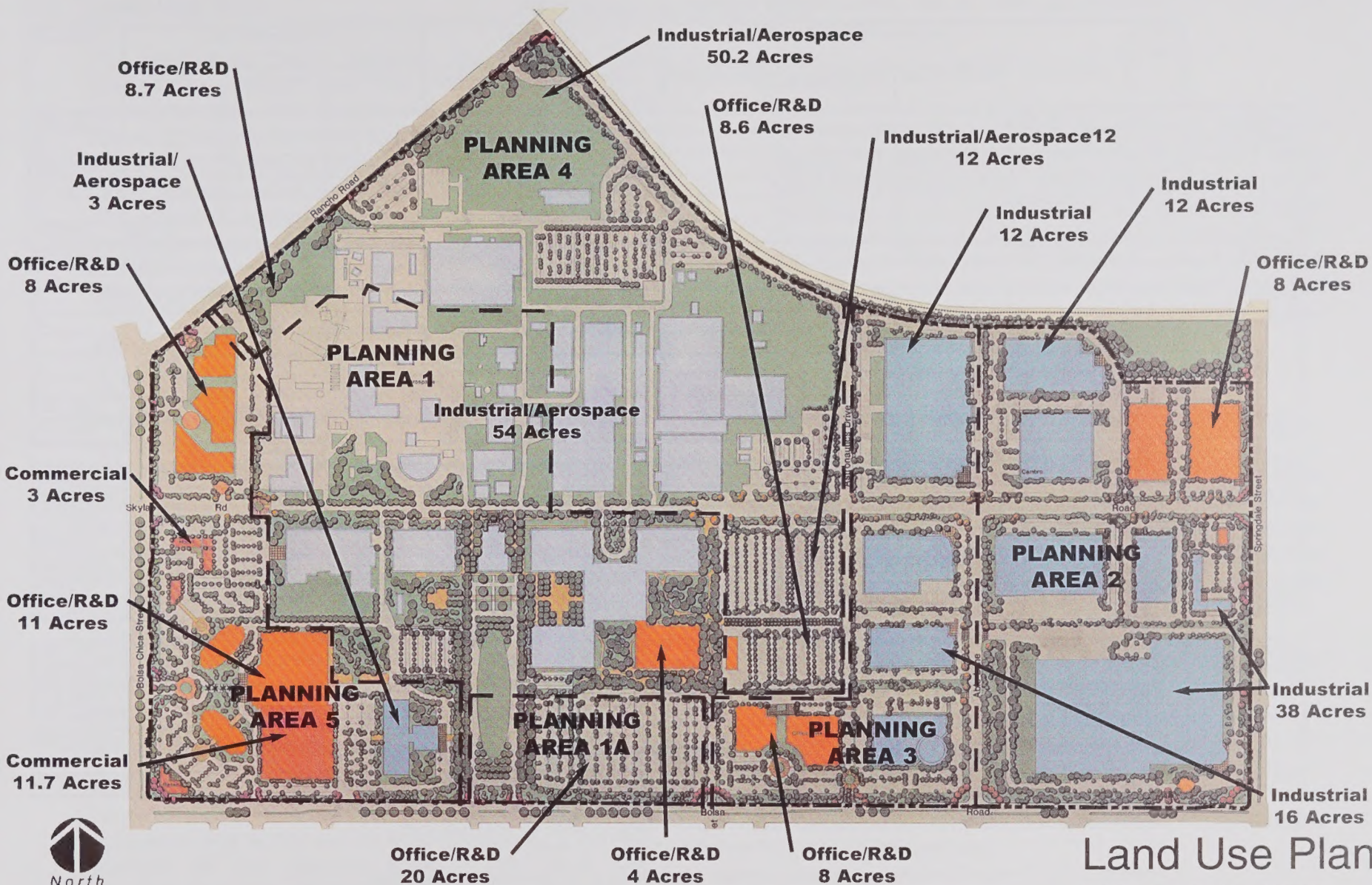
and tenant needs, without sacrificing the intended high-quality character of the project area.

The objective of the Specific Plan is to implement the goals and policies of the Huntington Beach General Plan by defining the physical development of the McDonnell Centre Business Park site. Included in this approach are the establishment of land use, circulation, infrastructure, landscape and architectural design characteristics for the project area. The Specific Plan consists of six major components which will guide the development process: the Land Use Plan, Circulation Plan, Public Facilities Plan, Landscape Concept, Design Guidelines, and detailed Development Regulations.

The Land Use Plan addresses the need for flexibility by allowing for a variety of activities within each Planning Area. This approach will enable the existing McDonnell Douglas Aerospace Facility to expand into the undeveloped portions of adjacent Planning Areas or allow for compatible new private development.

The Specific Plan recognizes that the major portion of the project area has been developed around the existing aerospace facility operations. The Specific Plan anticipates a continuation and possible expansion of the aerospace facility. Any modifications and or expansion of the existing aerospace facility shall continue to be regulated by the provisions of the Limited Industrial ("IL") provisions of the Huntington Beach Zoning and Subdivision Ordinance. Any reuse, subdivision and subsequent new non aerospace development shall be subject to the provisions of the Specific Plan.

The Specific Plan identifies and requires sufficient infrastructure and public facilities to adequately and efficiently support any and all anticipated land uses and activities. These improvements will be phased to coincide with or precede individual development projects. This upfront effort will allow future development projects to obtain City approval in an expedited manner, providing the individual projects are consistent with the Specific Plan and the Environmental Impact Report. The McDonnell Centre Business Park Specific Plan identifies effective land planning and design regulations techniques in a format which can take advantage of the best ideas of tomorrow.



Land Use Plan

Exhibit 6 - Revised 12/2001

Note: This illustrative shows a hypothetical development scenario on the project site. Illustrative was prepared at the time of Specific Plan adoption in 1997; only Planning Area boundaries/acreages have been revised 12/2001.

STATISTICAL ANALYSIS

	Plan Area	Industrial Uses				Office Uses		Commercial Uses			TOTALS ¹
		Aerospace	Manufacturing	Warehousing	Light Industrial	Research Development	Office Park	Retail	Restaurant	Hotel	
Existing Development	1	1,734,180									1,734,180
	1A										0
	2		181,924	766,866			123,305				1,072,095
	3		89,628	415,553			133,591				638,772
	4	1,040,710 ²									0
	5						235,831			43,396	279,227
Subtotal		1,734,180	271,552	1,182,419	0	0	492,727	0	0	43,396	3,724,274
Entitled Projects	1										0
	1A										0
	2										0
	3										0
	4										0
	5						345,551	9,600	14,000		369,151
Subtotal		0	0	0	0	0	345,551	9,600	14,000	0	369,151
Future Development	1	30,000									30,000
	1A					283,140	283,140				566,280
	2			142,529	285,059		142,529				570,117
	3			95,133	190,266		95,133				380,532
	4			562,740	1,125,483		562,740				2,250,963
	5				79,209	86,302	107,976	120,587		76,604	470,678
Subtotal		30,000	0	800,402	1,680,017	369,442	1,191,518	120,587	0	76,604	4,268,570
Total Anticipated Development	1	1,764,180									1,764,180
	1A					283,140	283,140				566,280
	2		181,924	909,395	285,059		265,834				1,642,212
	3		89,628	510,686	190,266		228,724				1,019,304
	4			562,740	1,125,483		562,740				2,250,963
	5				79,209	86,302	689,358	130,187	14,000	120,000	1,119,056
Subtotal		1,764,180	271,552	1,982,821	1,680,017	369,442	2,029,796	130,187	14,000	120,000	8,361,995

Notes:

1. Activity square footage may vary and may transfer between Planning Areas provided the use intensity is consistent with the E.I.R. "Trip Generation Budget" and allowed within the Planning Areas.

2. A total of 1,040,710 square feet of Aerospace facility buildings is anticipated to be demolished and thus is not included in the Total Development figures. Should only a part of this square footage be demolished due to evolving facility operations then the total figure of Future Development would be reduced accordingly.



4.1 LAND USE PLAN

The McDonnell Centre Business Park Specific Plan divides the project site into six Planning Areas (1,1A,2,3,4,&5). The purpose of identifying separate Planning Areas is to create a distinct cluster of activities and allow for individual project development to occur in a timely manner, within an overall Master Plan Concept. This approach recognizes development phasing patterns, market conditions and establishes sufficient flexibility to provide for the opportunity of a variety of activities within each Planning Area.

AREA 1

Planning Area 1 is the core of the project area and includes a portion of the existing McDonnell Douglas Aerospace Facility. The current facility (2/2002) is composed of 1,734,180 square feet of building area on 54 net acres of land. It is anticipated that the aerospace facility will continue to modernize and expand in the coming years. Anticipated short-term improvements at the time of Specific Plan adoption in 1997 included outside storage facilities and additions to some of the existing buildings. Future projects may include aerospace related manufacturing activities, such as tank fabrication and assembly, heavy welding, insulation and thermal protections, though additional office uses can also be accommodated.

Additional new industrial development and new activities or reuse plan or restructuring of the existing aerospace operations and facility can be accommodated by the regulations of the Specific Plan. This area can accommodate an additional 30,000 square feet of new

development, for a total development of 1,764,180 square feet.

AREA 1A

Planning Area 1A is the entrance to the Aerospace Facility and provides the primary parking facilities along Bolsa Avenue. The area consist of 20 net acres and is anticipated to be developed as additional McDonnell Douglas research and development operations. Area 1A may also provide new opportunities for private office development, research and development facilities and/or commercial retail activities. This area can accommodate a total development of 566,280 square feet.

AREA 2

Planning Area 2 includes the area along Springdale Street and Bolsa Avenue, westerly to Able Lane; and comprises 58 net acres of land. This Planning Area provides opportunities for industrial related development projects. Sharp Electronics has constructed a 540,000 square foot facility on a 23 acre site, and Cambro Manufacturing completed a 160,000 square foot building on a 12 acre site.

The remaining acreage in the Planning Area has been developed with research and development facilities, light industrial, warehouse and distribution uses as well as some office and commercial uses and the Springdale Water Reservoir. Later phases of development will add 570,117 square feet of development. This area accommodates a total development of approximately 1,642,212 square feet.



LAND USE SUMMARY

Planning Area	Industrial Use		Office Use		Commercial Use		TOTAL	
	(sq. ft.)	(ac)	(sq. ft.)	(ac)	(sq. ft.)	(ac)	(sq. ft.)	(ac)
1	1,764,180	54	0	0	----	----	1,764,180	54
1A			566,280	20	----	----	566,280	20
2	1,525,894	50	116,318	8	0	0	1,642,212	58
3	926,446	28	92,858	8	----	----	1,019,304	36
4	1,688,223	62.2	562,740	17.3	----	----	2,250,963	79.5
5	79,209	3	775,660	19	264,187	14.7	1,119,056	36.7
TOTAL	5,983,952	198.2	2,113,856	71.3	264,187	14.7	8,361,995	284.2*

Note: * indicates net acres. There are 307 gross acres. 22.8 acres in right-of-way

Exhibit 8 - Revised 12/2001

AREA 3

Planning Area 3, west of Area 2, includes the Bolsa Avenue frontage west of Able Lane to an extension of Graham Street. The area consists of 36 net acres. The area is intended to accommodate research and design facilities along with light industrial, manufacturing and distribution uses. Office use and limited commercial retail activities may occur along the Bolsa Avenue frontage. Anticipated development patterns in Area 2 and 3 will be very similar and compatible. Currently Planning Area 3 contains the following facilities, totaling 638,772 square feet: DIX Metals, Airtec, Konica, and C&D Aerospace. At ultimate buildout this area can accommodate a total development of 1,019,304 square feet.

AREA 4

Planning Area 4 is a section of land spanning from the northern perimeter of the project area to PA3 to the east and PA1 to the south and west. The area consists of 29.5 net acres of vacant land, and includes a portion of the existing Aerospace Facility, the Edison Substation and a City waterwell. Planning Area 4 is intended to be developed with all or a portion of the Planning Area being separated from the aerospace facility and developed as new research and development facilities, office development, manufacturing, warehousing and/or distribution uses. This area can accommodate a total development of 2,250,963 square feet.

AREA 5

Planning Area 5 is the western boundary of the project area, with a significant amount of frontage on the arterial highways. The area consists of 36.7 net acres and is partially developed with office, research and development facilities and surface parking lots. Phase one, of a two phase office development has been completed and consists of an eight story, 235,831 square foot office building with adjacent parking (constructed in 1989); phase two proposes construction of a twelve story, 345,551 square foot office building, with an adjacent 14,000 square foot restaurant and 9,600 square feet of support commercial services.

Future activities for the area will depend on market conditions and may include: office, light industrial, research and development, and retail commercial uses including hotels and restaurants. These development activities may be either an expansion of the aerospace facility or independent new projects. This area can accommodate a total development of 1,119,056 square feet.

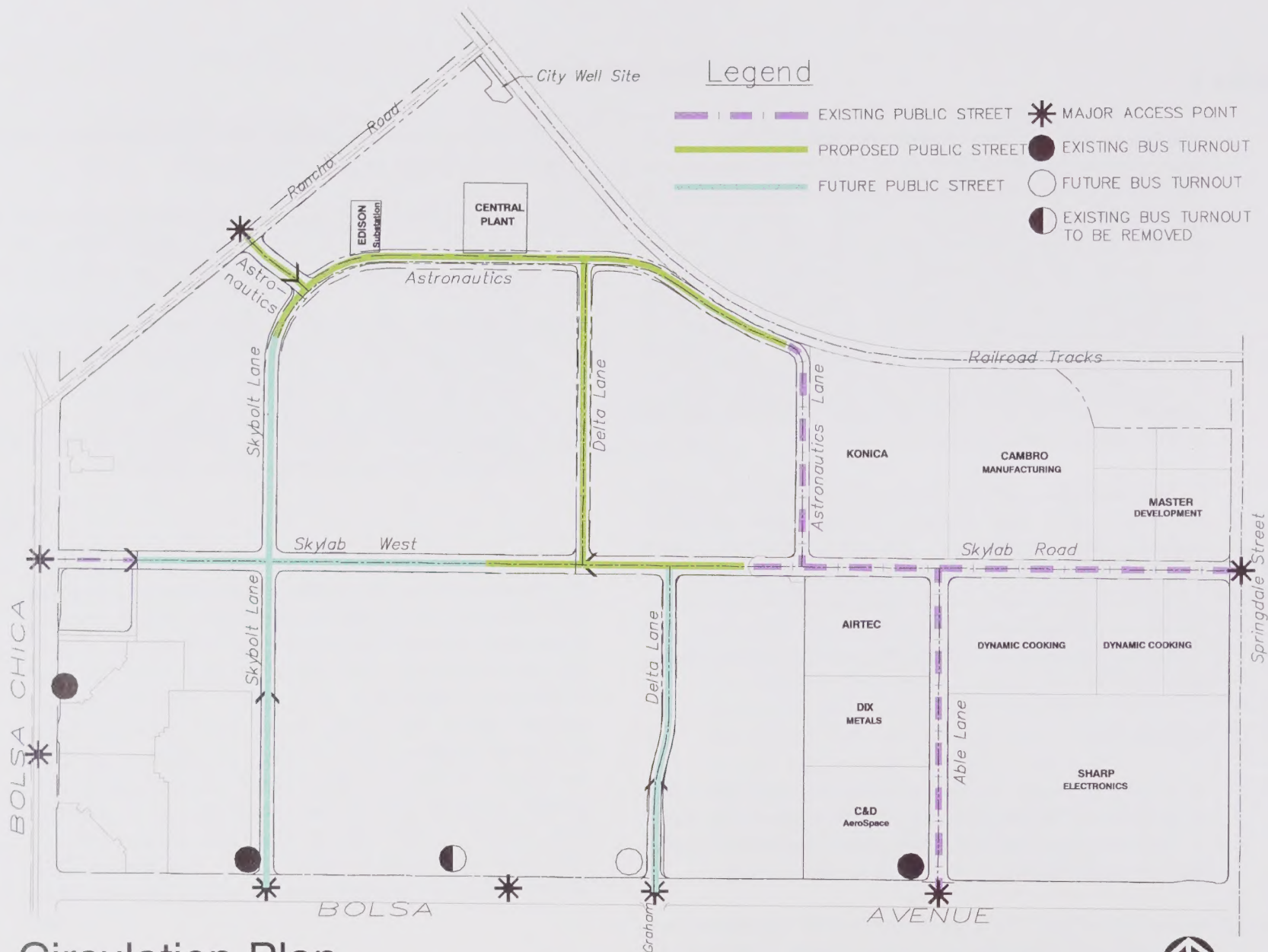
4.1.0 POLICIES:

- 4.1.1 The existing McDonnell Douglas Aerospace Facility may expand from Planning Area 1 into Planning Areas 1A, 3, 4, and 5; concurrent with a Site Plan Review and Parcel Map application.
- 4.1.2 Industrial related uses, particularly light manufacturing, assembly and research and development, shall be the

primary intended activity within the project area and shall be permitted in all Planning Areas.

- 4.1.3 Commercial retail uses shall be limited to activities which cater to industrial uses (i.e. restaurants, hotels, etc.) and shall be permitted only in Planning Areas 1A, 2, 3, and 5.
- 4.1.4 Industrial related office uses shall be allowed in all Planning Areas with greater concentration anticipated in Planning Areas 1A, 3, and 5.
- 4.1.5 Development adjacent to residential uses must be sensitive to the concerns of the residents.





Circulation Plan

Exhibit 9 - Revised 1/2002

Note: The portion of Astronautics Lane shown as an existing public street has not yet been accepted by the City at the time of the 12/2001 Amendment.



4.2 CIRCULATION PLAN

The Circulation Plan illustrates the general alignments, classifications, location and design of cross-sections for public and private streets within the area of the Specific Plan. The Circulation Plan is consistent with the Huntington Beach General Plan's Circulation Element.

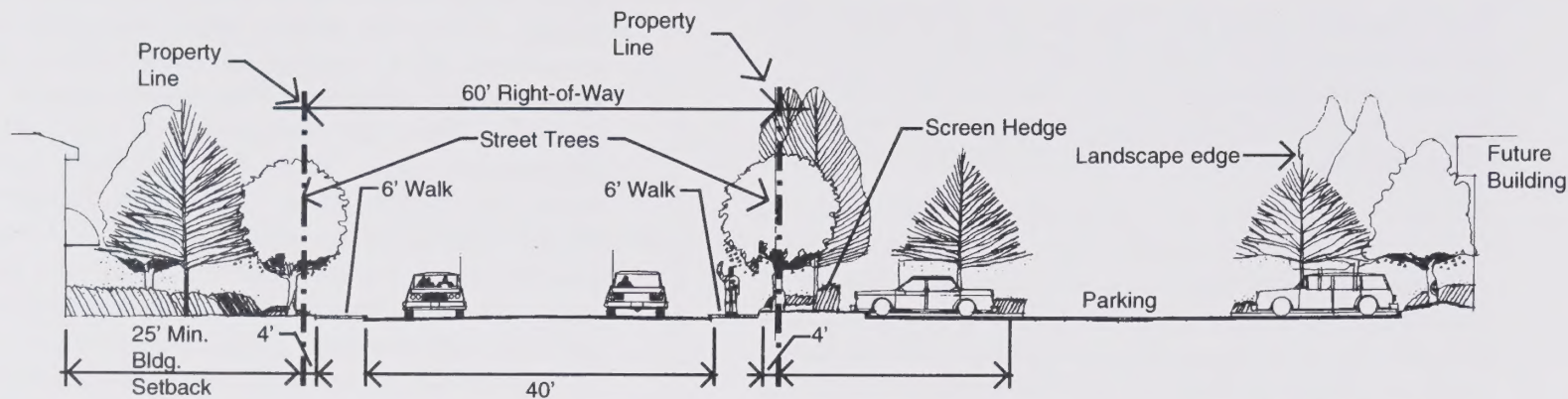
Access to the City of Huntington Beach and the McDonnell Centre Business Park is provided by two regional highways; Interstate 405 and State Route 22 (San Diego and Garden Grove Freeways). The City's General Plan designates the intersection of Bolsa Chica Street and Rancho Road as a primary entry node to the City. Access to the project site is provided by a system of arterial highways including:

- Bolsa Chica Street, a north-south major arterial highway (120 foot right-of-way); designated as a truck route and a primary path/image corridor.
- Springdale Street, a north-south primary arterial highway (100 foot right-of-way); designated as a truck route and a secondary path/image corridor.
- Bolsa Avenue, an east-west major arterial highway (120 foot right-of-way); designated as a truck route, and a primary path/image corridor and landscape corridor.
- Graham Street, a north-south secondary arterial highway (80 foot right-of-way); designated as a truck route.
- Rancho Road, a north-south secondary arterial highway (80 foot right-of-way).

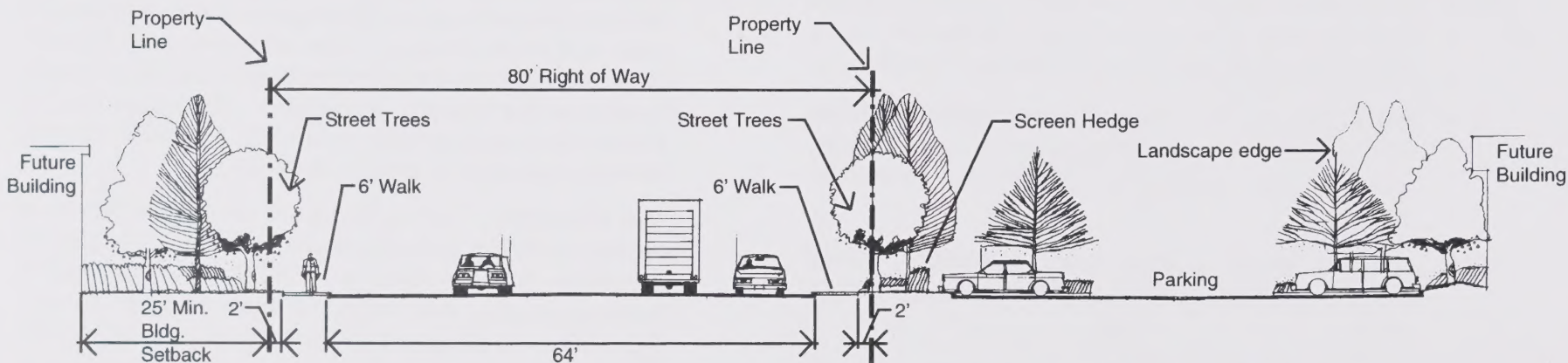
Internal circulation is currently provided by a network of public and private streets serving as access to individual parcels within the project area. Circulation is further enhanced by a number of entry drives and public transportation facilities. The interior streets within the Specific Plan are proposed to be: Able Lane, Astronautics Lane, Delta Lane, Skybolt Lane, Skylab Road, and Skylab West. Able Lane, Skylab Road and Skylab West as well as the extension of Astronautics to Rancho Road, are designed for eighty (80) foot right-of-ways; all other interior streets are designed with sixty (60) foot right-of-ways. Delta Lane, however, will have a 75' right-of-way at its intersection with Bolsa Avenue and taper down to a 60' right-of-way width, and at the north end it shall accommodate turning trucks. The intersection of Skylab Road and Astronautics Lane is all-way stop controlled. All other streets stop at their respective intersection with Skylab Road or Astronautics Lane. There are currently signalized intersections at Graham Street and Bolsa Avenue, Able Lane and Bolsa Avenue, Skylab Road and Springdale Street; and Skybolt Lane and Bolsa Avenue. The intersection of Rancho Road and Astronautics will potentially be signalized upon buildout of the parcels. In addition a limited number of private driveways provide access to individual parcels from the surrounding arterial highways.

The Circulation Plan is designed to accommodate a number of different development scenarios. The overall circulation concept relies on a hierarchy of circulation features ranging from major arterials to local streets. The system is designed to accommodate traffic to the project area and around the area while discouraging through traffic intrusion into individual Planning Areas.





**Street Section - Public Street
60' Right of Way**



**Street Section - Public Street
80' Right of Way**

Street Cross Sections

Exhibit 10 - Revised 12/2001



The Circulation Plan provides for a phasing of street improvements to correspond to the phased development in each Planning Area. All streets shown on the Circulation Plan are public streets unless otherwise indicated.

New development in Planning Area 4, other than an expansion of the aerospace facility, is expected to trigger the need to fully improve Astronautics Lane. New development in other Planning Areas, including expansion of the aerospace facility, may also bring about the need to extend the on-site public street system in order to facilitate the creation of additional parcels. This concept is reflected in the Circulation Plan. The majority of additional public streets would be designed similar to the other on-site streets with one travel lane in each direction and sixty (60) feet of right-of-way.

Skylab West will remain a private access street, to serve the Aerospace facility. The need to extend Skylab Road as a public street through the entire project area would only occur if a major reconfiguration of the present aerospace facility is proposed.

At ultimate project development it is anticipated that street improvements would also include new public roadways: Delta Lane, Skybolt Lane, the continuation of Skylab Road (Skylab West) and a connection to Rancho Road from Astronautics. Delta Lane would extend from the intersection of Bolsa Avenue and Graham, and have a right-of-way of 75 feet which would taper after approximately 200' to a right-of-way width of 60' and at the north end it shall accommodate turning trucks. Delta Lane would then continue, doglegging across Skylab Road until its intersection with Astronautics. Skybolt

Lane is planned to have a 60' right-of-way and run north-south from Bolsa Avenue, parallel to Bolsa Chica, until its merge with Astronautics to the north. Skylab West will be the continuation of Skylab Road providing an 80' right-of-way until its intersection with Bolsa Chica.

In order to efficiently facilitate new development parcels, the primary access will be from interior streets. Direct access from adjacent arterials will be subject to review and approval of the Director of Public Works. Primary access locations into the project area have been located and designed to provide full turning movements (Exhibit 9). The locations relate to planned or existing driveways and median designs, and are anticipated to adequately serve the projected traffic volumes for the project area. Specific future development proposals may require modifications to these anticipated access locations.

The circulation system shall be master planned to accommodate the buildout of the Specific Plan area. Initial street construction and future phased reconstruction shall be completed in advance of occupancy of new facility phased construction. The Directors of Planning and Public Works shall approve phasing plans for street improvement construction, consistent with development construction phasing and implemented through the Parcel Map process.

Alternative forms of transportation should also receive careful consideration. The current OCTA bus route passes the project area on Bolsa Avenue. The project Circulation Plan identifies existing and proposed bus turnout locations along Bolsa Chica Street and Bolsa Avenue. As a supplement to vehicular access to the project area, potential future access may be available



from the rail line on the northern boundary of the site. The Circulation Plan preserves access to this line for future options.

In addition, the Master Plan Concept encourages the preservation and expansion of the pedestrian walkway system. As a means of achieving a strong landscape image, pedestrian walkways are required and shall be provided in the street right-of-way adjacent to new development projects.

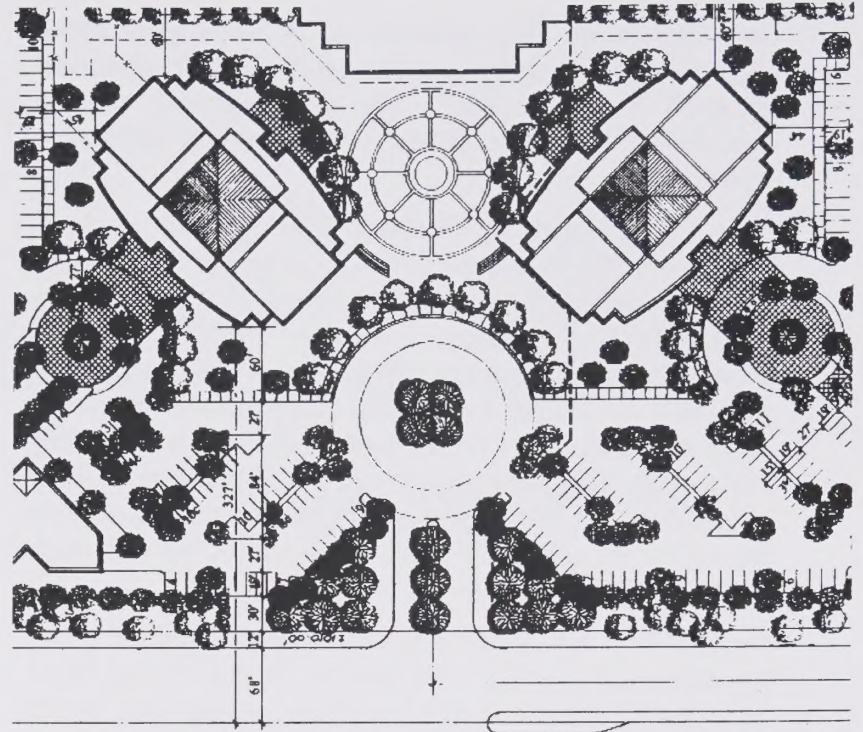
4.2.0 POLICIES:

4.2.1 **Skylab Road** shall be designed as a major east/west street. Skylab Road shall be improved and dedicated as a public street with an eighty (80) foot right-of-way; from Springdale Street west to the eastern entry of the aerospace facility. With ultimate expansion of the site Skylab West would continue to Bolsa Chica.

4.2.2 **Able Lane** shall be designed as the major north/south street. Able Lane shall be improved and dedicated as a public street with an eighty (80) foot right-of-way from Skylab Road to Bolsa Avenue.

4.2.3 **Skylab Road and Able Lane** right-of-ways shall include a sixty-four (64) foot curb to curb (allowing for two travel lanes in each direction and left turn lanes) with sufficient area for a six (6) foot sidewalk and two (2) foot landscape area on both sides of the street.

4.2.4 **Astronautics Lane** shall be designed to accommodate a public right-of-way of sixty (60) feet, between its intersection with Skybolt Lane and its southern terminus.



Private Drive Entry
Exhibit 11

Astronautics Lane shall be designed as a public street with a right-of-way of 80', accommodating two travel lanes in each direction and an 8' parkway on each side of the street, from its intersection with Skybolt Lane to its terminus at Rancho Road.

4.2.5 **Skybolt Lane** shall be designed as a north-south street to accommodate a public right-of-way of 60' from Bolsa Avenue to Astronautics Lane.

4.2.6 **Delta Lane** shall be designed as a north-south street to

accommodate a public right-of-way of 75' at its intersection with Bolsa Avenue and tapering after approximately 200' to a right-of-way of 60' and at the north end it shall accommodate turning trucks.

- 4.2.7 **Primary access to the project area** shall be from the existing signalized intersections of Skylab Road and Springdale Street, Able Lane and Bolsa Avenue, Graham Street and Bolsa Avenue, and Skybolt Lane and Bolsa Avenue. Other access locations into the project area shall occur only where traffic patterns and median openings allow, subject to review and approval of the Director of Public Works and Fire Chief.
- 4.2.8 **Direct access to individual projects** from the arterial highways adjacent to the project area shall be limited and allowed only when the project, size, location or type of use, warrants such access, subject to review and approval of the Director of Public Works and Fire Chief (Exhibit 11).
- 4.2.9 **Deceleration and acceleration lanes** for individual developments may be required, depending on the location of the proposed access point. Right turn in and right turn out accesses to the arterial highways shall be considered on an individual project basis, subject to the review and approval of the Director of Public Works.
- 4.2.10 **Shared access** facilities and reciprocal vehicular access to and between individual projects may be requested and/or required by the Director for adjacent uses and parcels.
- 4.2.11 **Alternative transportation** forms of including OCTA

Bus System and future rail access, shall be investigated with each development project.

- 4.2.12 **Pedestrian sidewalks** shall be incorporated into each development project as a component of an individual projects landscape plan. Sidewalks shall be installed on both sides of the street adjacent to new development throughout the project area.
- 4.2.13 **Public landscape areas** within the right-of-ways will require a separate Parkway Landscape Agreement from the adjacent property owner, for continued maintenance of the area.
- 4.2.14 **Public and private streets** shall be developed to local street standards as shown in the Standard Plans of the City's Public Works Department.
- 4.2.15 **On-street parking** shall not be permitted anywhere in the project area on public streets.
- 4.2.16 **Additional traffic impact analysis** may be required, due to unanticipated project developments subject to review and approval by the Directors of Planning and Public Works.
- 4.2.17 **The "Trip Generation Budget"** identified in the E.I.R. and accompanying Addendum document, shall be reviewed with each individual project request. Additional periodic reviews, by the Director of Public Works, will also be necessary for overall compliance with the E.I.R.
- 4.2.18 **Circulation system improvements** shall be master planned to accommodate ultimate buildout of the Specific Plan. On-site and off-site circulation





Water System Plan

Exhibit 12 - Revised 2/2002

Note: The size shown on the exhibit for the future pipelines are estimates.
A hydraulic analyses shall be performed to ensure the proper sizing of the pipelines to meet the demand of the ultimate development.



improvements shall be completed prior to occupancy of any adjacent new development.

4.3 PUBLIC FACILITIES PLANS

The Public Facilities Plans identify existing and proposed infrastructure, storm drain, sewer and water facility improvements to serve development within the Specific Plan area. A specific analysis of infrastructure requirements and detailed design, construction and phasing plans can be found in the Infrastructure Master Plan Technical Appendix to the E.I.R. and bound under a separate cover.

4.3.0 POLICY:

Developers within the Specific Plan area will be responsible for the construction of public facilities improvements concurrent with individual project development, subject to review and approval of the Director of Public Works.

4.3.1 Water System Plan

Domestic water for the property will be provided by the Public Works Water Division of the City of Huntington Beach. The Water Division provides water to all of the customers within the City of Huntington Beach.

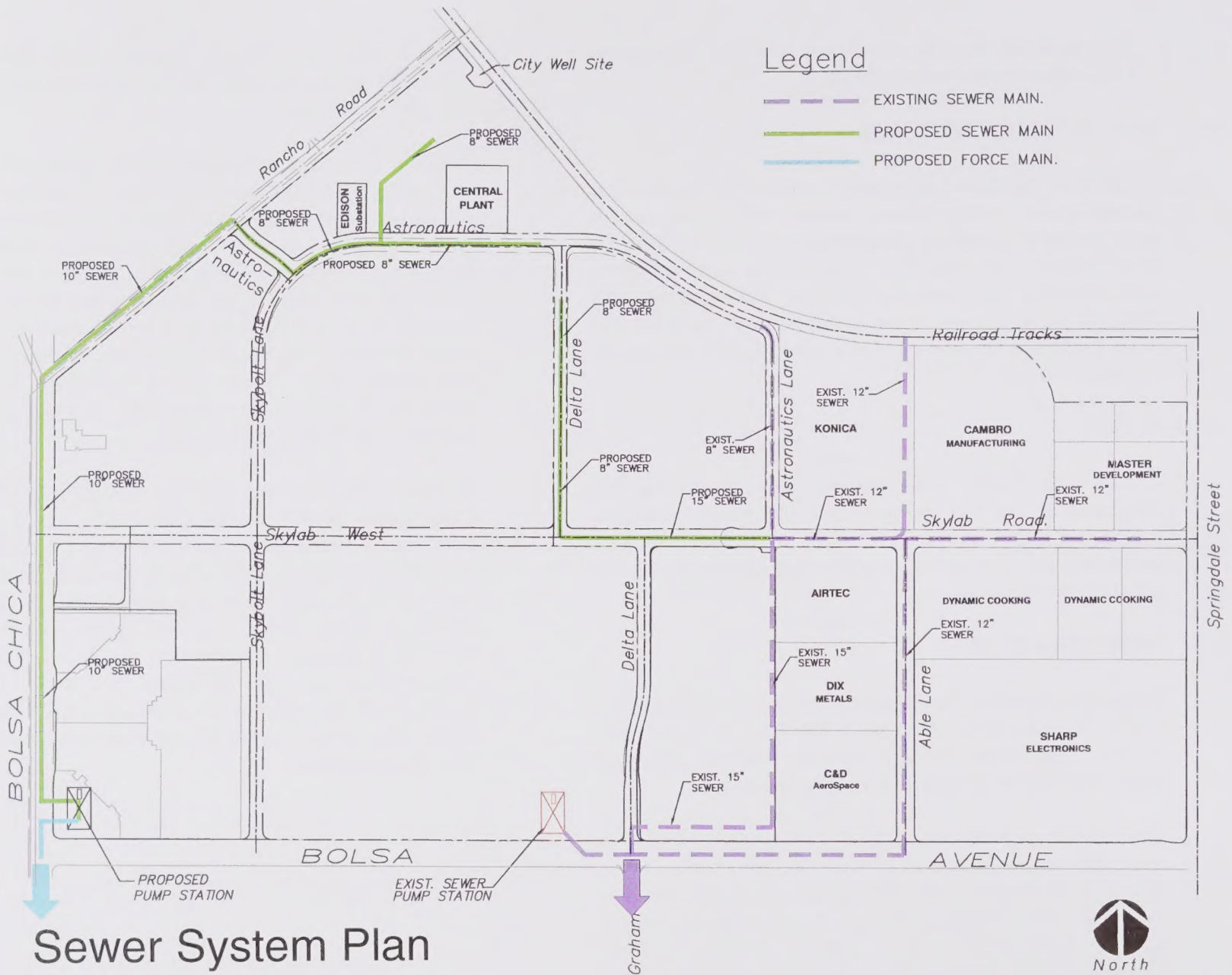
The Water Division has use of both underground and imported water sources to service the area. The underground supply comes from nine existing wells, and imported water delivered to the City of Huntington Beach by the Metropolitan Water District (MWD) at three locations. The Specific Plan area is part of the City's

Master Plan for Water Service and the ultimate development anticipated will be adequately served by the City's systems.

MWD is the major wholesale water purveyor to the City of Huntington Beach which, in turn, is the retail provider to all water users in the City, including the subject property. The existing and proposed water supply systems are shown on the Water System Plan (Exhibit 12). On-site water lines can connect to the external system at more than one location to provide a second point of service (or loop) to each part of the system. All the on-site lines will be sized to deliver fire flow at adequate quantities and pressures and are eight (8) to sixteen (16) inches in diameter.

All water improvements will be designed to the City of Huntington Beach water standards for future City acceptance and maintenance. The existing McDonnell Douglas Aerospace (MDA) water systems facility will be connected, through meters, to the proposed additions to the City's water system, but will remain independent of the City's system. Locations of fire hydrants and apparatuses will be reviewed for each individual development by the Fire Department and Water Division of the City of Huntington Beach to ensure adequate fire flow and pressure.





4.3.2 Sewer System Plan

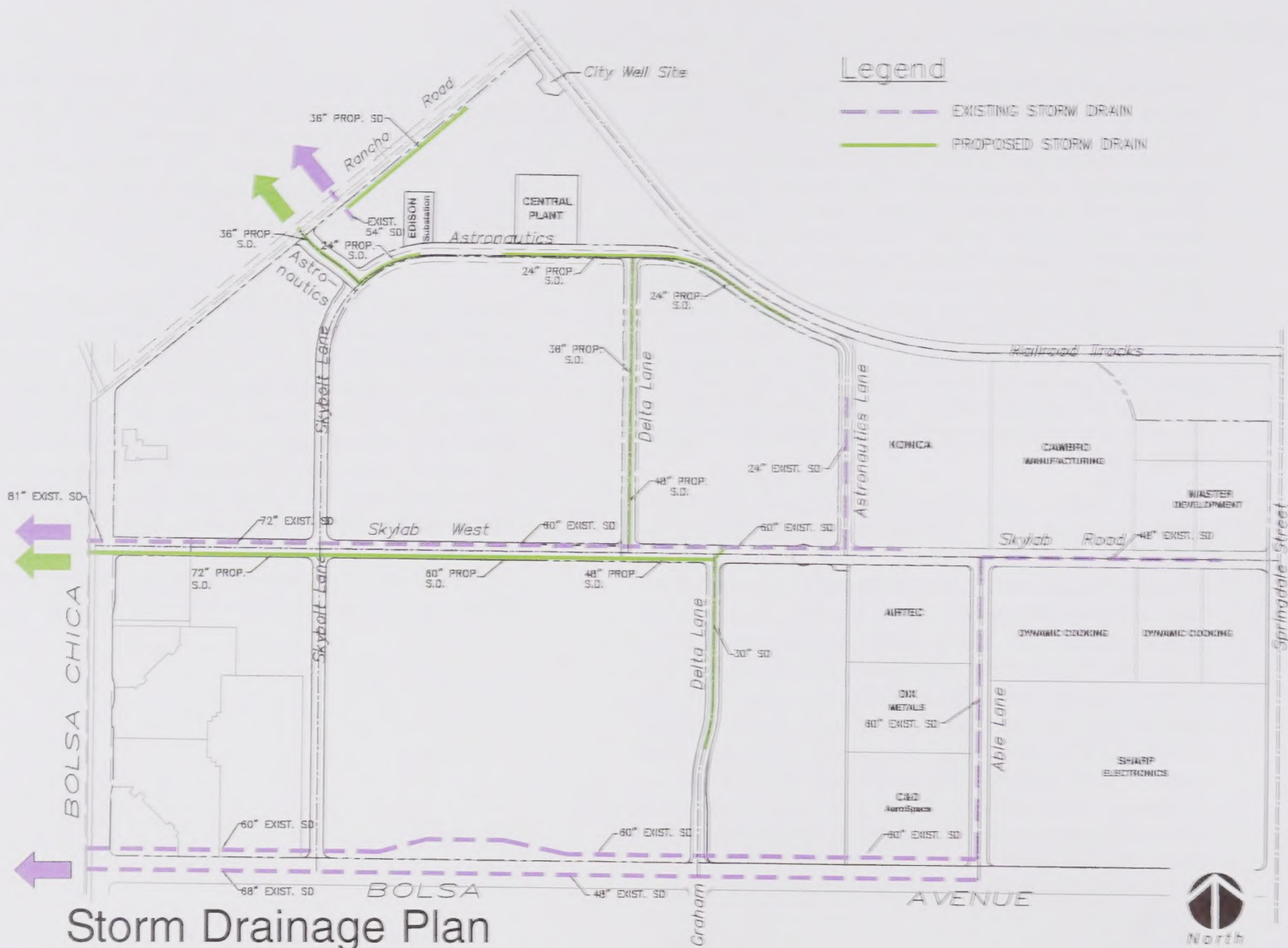
The City of Huntington Beach is responsible for the review and approval of the collection of wastewater within the project area, and the County Sanitation Districts of Orange County (CSDOC) are responsible for the treatment of wastewater. The Sewer System Plan (Exhibit 13) depicts the existing sewer system which serves the project area. The existing system is comprised of several lines, including twelve (12) inch lines in Able Lane; a twelve (12) inch line located in Skylab Road east of Able Lane and a fifteen (15) inch line located in Skylab Road west of Able Lane to Astronautics and continuing southerly along the east side of the parking lot and westerly along the north side of Bolsa (in parking lot) to Bolsa Avenue at Graham. These existing systems connect to the City sewer in Bolsa Avenue.

The City system ultimately is collected by the Sanitation District via their trunk and distribution lines to convey sewage to their plant. District Plant #5 is located in Fountain Valley, and District Plant #2 is easterly of the City approximately twelve miles from the project area. Sewer service for the property is collected at two locations. One is at the intersection of Bolsa Avenue and Graham Road, then via a twenty-four (24) inch line southerly to the Sanitation District trunk line in Edinger Avenue and continuing to the District plant #2. This system also collects the sewerage flows from the residential area northerly of the property. The second collection point is at the intersection of Bolsa Avenue and Bolsa Chica Street then via a twelve (12) inch line southerly to the Sanitation District's trunk line in Edinger Avenue.

The existing McDonnell Douglas Aerospace (MDA) facility private sewer system will not be connected to the proposed peripheral sewer systems, and will remain isolated from this new system, and will remain so as long as the existing aerospace facility remains. The existing MDA sewer system has sufficient capacity as a stand alone system.

Sewer lines within the property will be contained in public or private roads or in easements that will ultimately be dedicated to the City of Huntington Beach. Due to the existing flat, natural grade within the project area, pipe sizes will be in the range of eight (8) inch minimum to fifteen (15) inch maximum with the need to incorporate a lift station and six (6) inch force main at Bolsa Chica/Bolsa Avenue. Also, the sewer system will be designed to the City of Huntington Beach sewer standards for possible future public acceptance and maintenance. The proposed sanitary sewer system is shown on the Sewer System Plan (Exhibit 13).





4.3.3 Storm Drainage Plan

The City of Huntington Beach and the Orange County Flood Control District are the agencies responsible for the flood control system in the project vicinity. Regional flood control channels exist along Bolsa Chica Street and Springdale Street. The Bolsa Chica channel, an open channel, is located adjacent to the western boundary of Bolsa Chica Street. The existing storm drain system provides drainage for the site, draining the majority of the site to the west, towards Bolsa Chica channel. A small eastern portion of the site drains to the channel adjacent to the eastern boundary of Springdale Street.

There are three existing storm drain systems surrounding the project area: The area to the east draining southerly into the Orange County Flood Control District. (O.C.F.C.D.) C-4 Westminster Channel; and the area to the south draining westerly into the O.C.F.C.D. C-2 Bolsa Chica Channel; the areas to the west and to the north drain to the O.C.F.C.D. C-2 Bolsa Chica Channel and to the C-3 Anaheim Barber City Channel, respectively. Through the approximate center of the property, drainage is piped westerly to the O.C.F.C.D. C-2 Bolsa Chica Channel. This piped system is at its maximum capacity, serving the existing McDonnell Douglas aerospace facilities.

In the event that the MDA facility would no longer remain, and the area became available for new development, the Master Plan Drainage Study proposes to provide a new piped drainage facility paralleling the existing (or replacing the existing entirely), draining to the C-2 Bolsa Chica Channel. The areas proposed at the project's

northerly boundary will drain northerly into the O.C.F.C.D. C-3

Anaheim Barber City Channel. The project's most easterly area and southerly areas are currently tabled to drain into the newly constructed storm drain system adjacent to Bolsa Avenue, as approved by the O.C.F.C.D. and the City of Huntington Beach Master Plan of Drainage programs for these proposed systems. No detention basins, outside of Planning Area 1, will be necessary to serve the existing and proposed ultimate development. Only the peripheral edges, which can be accommodated now by the existing downstream facilities and piped systems in place, are being considered at this time. The residential drainage areas northerly of the project area have their own area drainage facilities, and do not affect the proposed property.

The storm drain systems are considered to be Reinforced Concrete Pipe (RCP) with the minimum pipe size of eighteen (18) inches. The pipe sizes are estimated for planning purposes only and are subject to refinement in the final design of the project. The storm drains lie within existing private streets or within easements to allow for maintenance of the completed system. All drainage is on-site and only the termination of the tributary facilities, as they propose to enter into the O.C.F.C.D. channels, will require any jurisdiction permission for public right-of-way construction. The existing downstream facilities will have negligible flow impacts based upon the proposed ultimate development drainage calculations. The entire drainage system for the project is shown on the Storm Drainage Plan (Exhibit 14). The ultimate location and sizes of the proposed storm drain lines may vary from that shown on the plan.



4.3.4 **Water Quality**

Water quality in California is regulated by the U.S. Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES), which controls the discharge of pollutants to water bodies from point and non-point sources. A NPDES permit or other E.P.A. review will be required for individual construction projects.

Prior to issuance of any grading permit, the developer shall submit a "Notice of Intent" (NOI), along with the required fee to the State Water Resources Control Board to be covered under the State NPDES General Construction permit and provide the City with a copy of the written reply containing the discharger's identification number. The NPDES permit process does require that a permit application contain a project drainage report, along with the submittal of the Storm Water Pollution Prevention Plan (SWPPP) worksheet. Both the report and the worksheet identify any watercourses affected by construction activity, and a comprehensive listing of drainage Best Management Practice (BMP) mitigations that must be provided.

Through the NPDES Permit process, the City currently requires contributors to non-point runoff pollution to establish Best Management Practices (BMP's) to minimize the potential for pollution. Under this program, the developer is responsible for identification and implementation of a program of BMP's which can include special scheduling of project activities, prohibitions of certain practices, establishment of certain maintenance

procedures, and other management practices to prevent or reduce the pollution of downstream waters. Typical elements of such a BMP program would include addressing the use of oil and grease traps, detention basins, vegetation filter strips, and other common techniques in order to preclude discharge of pollutants to local storm drains and channels.

4.3.5 **Utilities**

There are several public utility service providers in the McDonnell Centre Business Park area.

Although adequate facilities exist for the current service needs of the area, additional facilities may be required as additional development occurs.

4.3.6 **Electricity**

Electrical service to the area is provided by the Southern California Edison Company. Existing transmission and distribution lines are adequate to service current and potential future needs. Individual development projects may be required to relocate or underground existing facilities concurrent with other improvements and consistent with the City's Undergrounding Ordinance (17.64). An exception to this provision is the 66Kv line adjacent to Able Lane.



4.3.7 **Natural Gas**

Natural gas service in the Specific Plan area is provided by the Southern California Gas Company. Adequate facilities exist for current and projected future needs. Developers may be required to relocate existing facilities concurrent with project development.

4.3.8 **Telephone**

Telephone service in the Specific Plan area is provided by Verizon. Developers should coordinate with Verizon for the relocation of existing facilities and installation of new service.

4.3.9 **Cable Television**

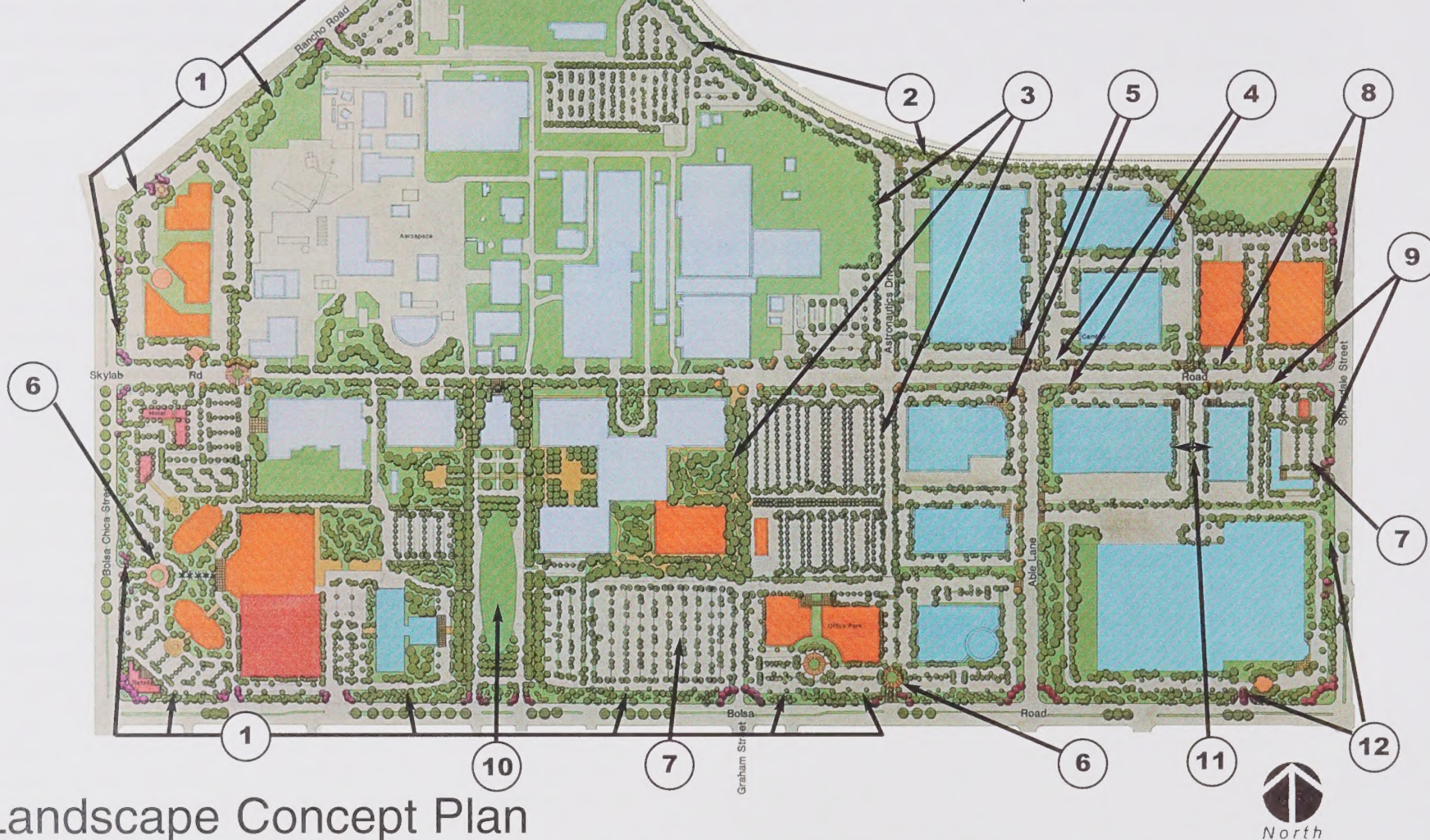
Cable television service within Huntington Beach is provided by Time Warner Communications. Developers should coordinate with the Cable Company for the installation of new service.

4.3.10 **Solid Waste Disposal**

Rainbow Disposal Company currently provides solid waste disposal services for the area. Based on service projections and anticipated demand increase, an adequate level of service will be maintained. No solid waste disposal facilities are planned to be located in the Specific Plan area.



- | | | |
|----------------------------------|------------------------------|--|
| ① Existing Perimeter Landscaping | ⑤ Typical Entry Plaza | ⑨ Typical Street Tree Planting |
| ② Landscaping Buffer | ⑥ Private Drive Entry | ⑩ McDonnell Douglas Aerospace Entry |
| ③ Landscape Buffer | ⑦ Typical Parking Lot | ⑪ Typical Building Separation |
| ④ Typical Entry Drive | ⑧ Typical Pedestrian Walkway | ⑫ Typical On-Site Landscape Improvements |



Landscape Concept Plan

Exhibit 15 - Revised 12/2001

Note: This illustrative shows a hypothetical development scenario on the project site.
Illustrative prepared at the time of Specific Plan adoption in 1997.

4.4 LANDSCAPE CONCEPT

The Landscape Concept for the McDonnell Centre Business Park is an integral component of the overall project design. The Landscape Concept is intended to establish the design character and visual qualities of the interior and perimeter of the project area. The overall landscape theme is composed of several design elements, including: the public arterials, local and private streets, entryways, access drives, parkway areas, transitional edges and security fencing and walls which create a cohesive project area image.

To establish a consistent planting streetscape, all streets shall be established with identifiable landscape materials, drawn from the Plant Palette. The Plant Materials Palette (Exhibit 38) includes turf, shrubs, ground cover and trees which are compatible with the City's overall landscaping requirements and consistent with the existing adjacent streetscape.

The landscape plan for each parcel shall be designed to reflect the overall Landscape Concept. Individual project landscaping shall be designed to conform with the Specific Plan's Landscape Guidelines (Section 5.3). Planning and installation of each project's landscaping shall be subject to review and approval by the Director of Public Works. Off-site improvements for each development shall include a landscape area with a six (6) foot sidewalk. Pedestrian walkways shall be required on both sides of all public and private streets as a necessary unifying component to the landscape theme.

Entryways to the project area and individual developments must be carefully designed. Each private

drive way shall be consistent with one another in size, appearance, and signage. Major entryway locations into the project area will allow for the business park entry monument signs within the perimeter landscaping.

Project area walls screening and fencing along the perimeter arterials shall be compatible for each project and provide project identity, privacy and noise control. Individual wall treatments shall reflect the architectural character of the adjacent main buildings and be compatible with other buildings throughout the project area. Walls along individual property lines shall be designed to provide security and privacy while providing visual compatibility; see-through wrought iron fencing may be effectively incorporated as a security element.

The Landscape Concept establishes the primary unifying design element for the project area. The streetscape design is intended to preserve and enhance the existing layout and variety of landscape patterns. This includes the incorporation of landscaped areas adjacent to the perimeter arterials, landscaped pedestrian walkways within the right-of-way of interior streets, the preservation of existing tree lines, where feasible, and creating a consistency of design for private drives, access points and parking lot layouts.

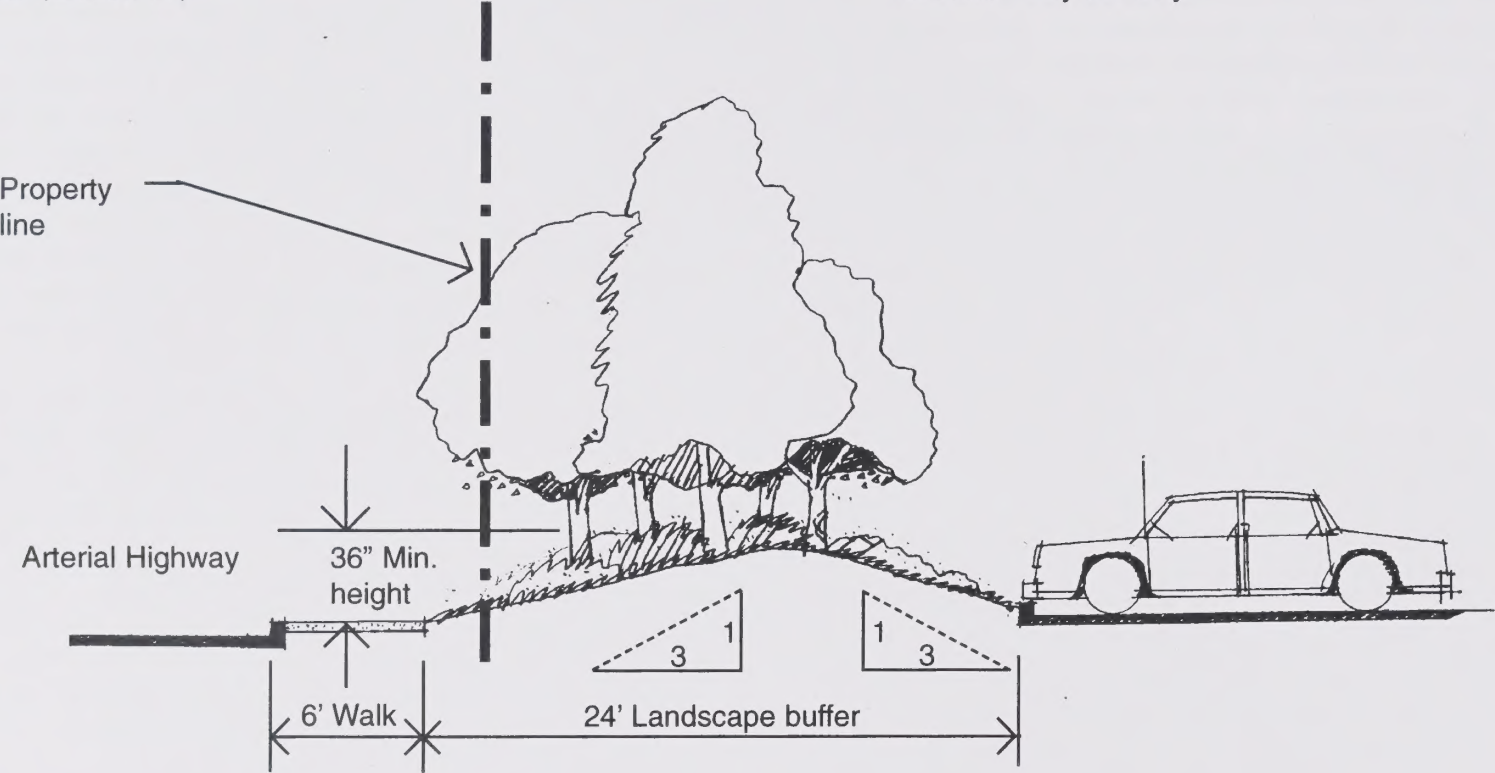
The Landscape Concept is intended to create an overall theme with specific guidelines. However, alternative approaches may be considered which preserve the intent of the guidelines while proposing modifications to the regulations. All individual landscape plans shall comply with the following policies.



4.4.0 POLICIES:

4.4.1 **Perimeter landscaping** shall preserve or construct, a minimum twenty-four (24) foot wide landscape buffer between the arterial highway and private project improvements, including buildings, walls, parking areas, etc (Exhibit 16).

4.4.2 **Landscape medians**, located in the arterial highways adjacent to the project area, shall be designed and constructed per City of Huntington Beach standards and approvals, and shall be maintained by the City.



Landscaping on Perimeter Streets

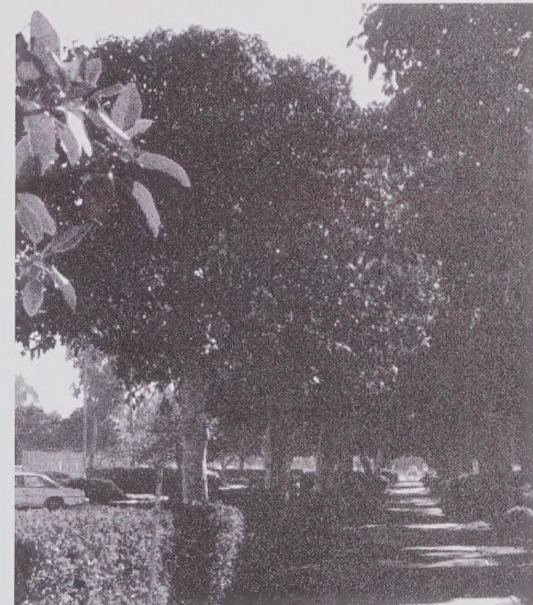
Landscape Detail

Exhibit 16



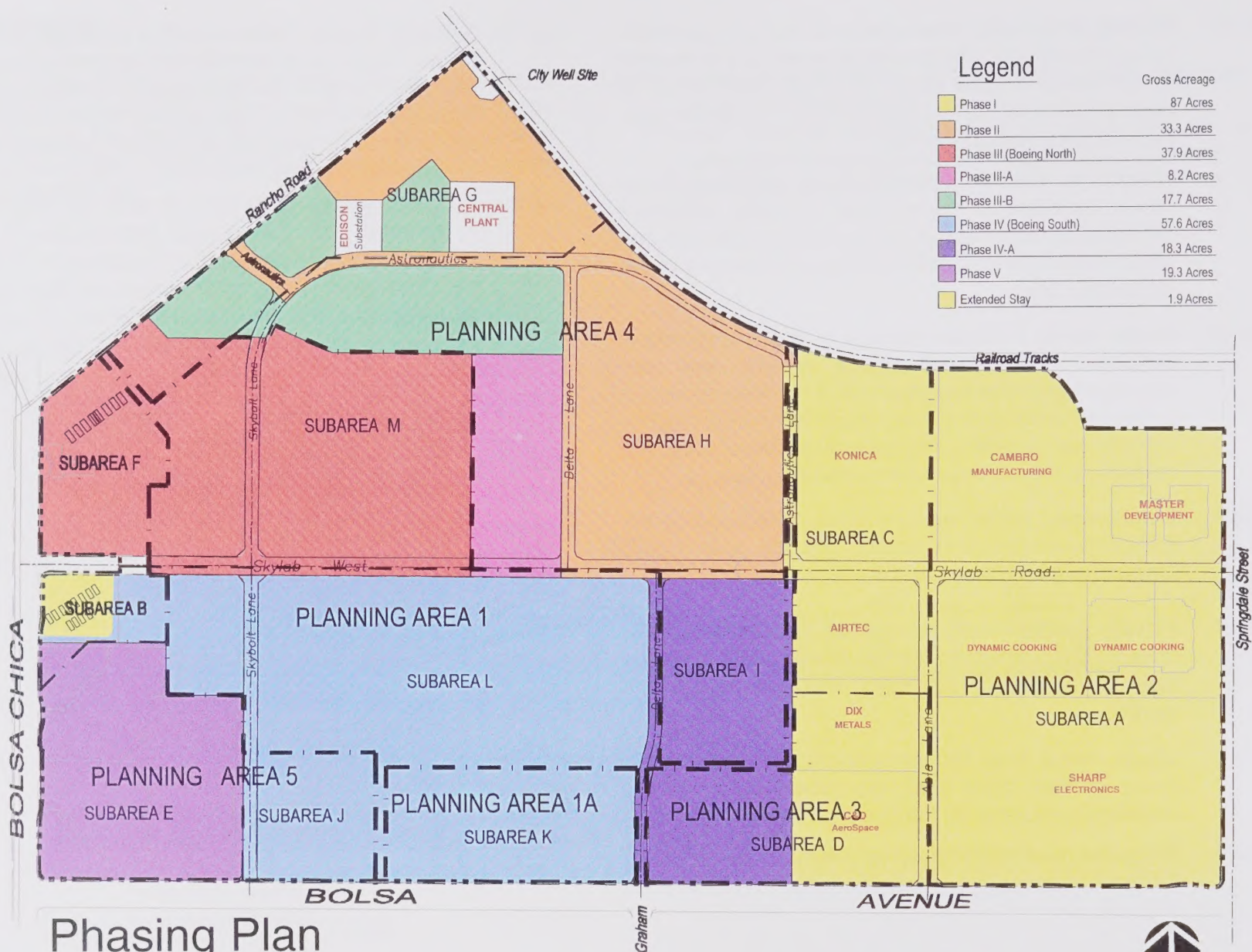
- 4.4.3 **Private landscape improvements** and adjacent right-of way landscape improvements shall be constructed by individual project developers and maintained by each adjacent/abutting property owner, consistent with the overall landscape theme.
- 4.4.4 **Private landscape improvements** including those within easement areas shall provide sufficient landscaping to implement the Landscape Concept and shall incorporate a minimum of ten (10) percent of the net project site.
- 4.4.5 **Buffer areas** shall be provided in transitional edges between abutting Aerospace facility and any nonaerospace new development, if not separated by a public or private street. A minimum buffer area shall be fifty (50) feet in width and shall include landscaping and berming to adequately screen adjacent uses.
- 4.4.6 **Landscaped buffer areas** shall be maintained by the private development in accord with the project area landscape theme.
- 4.4.7 **Private project entryways** shall be designed with enhanced landscaping area, textured pavement and be able to accommodate entry monumentation and lighting.
- 4.4.8 **Slope areas** shall be permanently landscaped with water efficient plant materials, and erosion control methods acceptable to the Director of Public Works.
- 4.4.9 **Irrigation systems** shall comply with the City's "Water Efficient Landscape Requirements." (Ordinance #14.52).

- 4.4.10 **Existing healthy trees** (6 inches diameter or larger at breast height as determined by a consulting arborist) removed as part of development projects shall be replaced on a two for one basis with thirty-six (36) inch box trees or an approved equivalent, as determined by the Director of Public Works.
- 4.4.11 **All landscaping** shall conform with the requirements of Chapter 232 (Landscape Improvements) of the Huntington Beach Zoning and Subdivision Ordinance, the City Arboricultural and Landscape Standards and Specifications and City Standard Plans, in addition to the Specific Plan policies in Section 5.3.0.



Pedestrian Walkway
Exhibit 17





Phasing Plan

Exhibit 18 - Revised 2/2002



4.5 PHASING PLAN

The McDonnell Centre Business Park will be developed in various phases over the next several years. In order to accommodate the anticipated intermittent development patterns, all required circulation, infrastructure and community improvements within each Planning Area of the Specific Plan shall be completed prior to, or simultaneously with, individual projects.

The Specific Plan Planning Areas (1, 1A, 2, 3, 4, & 5) have been further divided into Subareas (A thru M) to reflect the anticipated development pattern and infrastructure improvement phasing. The Phasing Plan presents a schedule of project development based on an incremental installation of infrastructure improvements.

The Phasing Plan recognizes that at the time of Specific Plan adoption, in 1997, the project area was almost forty (40) percent built-out, including the McDonnell Douglas Aerospace Facilities, with an additional ten (10) percent under construction and/or entitled. The first phase for new projects occurred in the eastern portion of the Specific Plan area. The western portion, along Bolsa Chica Street, will develop in later phases, as the market conditions warrant, however there is the potential for a hotel project (Extended Stay) at Bolsa Chica Street and Skylab Road West. The infrastructure phasing schedule has been prepared to provide assurance that adequate public facilities and services will be available for each new project.

The first phase of the infrastructure improvements upgraded the utilities to provide for new projects in Planning Areas 2 and 3. Some of these infrastructure improvements still need to be completed to fully conform to City Water Division requirements and the

requirements of the Specific Plan adopted in 1997. For example, even without further development of the McDonnell Center Business Park, City and 1997 Specific Plan requirements would necessitate the completion of the 16" and 12" water pipeline in Rancho Road to connect to the existing 8" water pipeline in Spa Drive. This would provide redundancy to existing developments (including Extended Stay, Boeing Fitness Center, etc.) served from the (relatively) new water pipelines in Bolsa Chica Street and Rancho Road.

Planning Area 4 is anticipated to be the next area (following Planning Areas 2 and 3) for sale and redevelopment by the property owner. Development of Planning Area 4 will trigger the need for the extension of utility lines from the first phase improvements in Areas 2 and 3, as well as Area 5.

In later phases infrastructure improvements will be extended west along the southern boundary of the project area. This extension of services will facilitate a variety of new development options in Planning Areas 1A and 5. Later phases of development will follow the market trends and build out accordingly.

The maximum permitted floor area for all industrial, office and commercial developments within the Specific Plan Area shall not exceed the General Plan floor area ratio (F.A.R.) of .75. The cumulative square footage of floor area for each of the allowed uses within the Specific Plan have been estimated for each Planning Area; however, these numbers may be modified and transferred as market conditions and/or development concepts dictate. Any modifications and/or adjustment to land use square footage ratios must comply with the "Trip Generation Budget" and other provisions identified in the E.I.R. and City's General Plan.



Infrastructure Improvements

Planning Area	2	5	3	3	5	5	4	4	4	5	1A	1	1
Sub Area	A	B	C	D	E	F	G	H	I	J	K	L	M
Sewer	●					●	●	●	●			●	●
Storm Drain	●					●	●	●	●			●	●
Water	●	●				●	●	●	●			●	●
Street paving	●	●	●	●	●	●	●	●	●	●	●	●	●
Lighting	●	●	●	●	●	●	●	●	●	●	●	●	●
Asphalt Overlay	●	●		●	●	●	●	●	●	●	●	●	●
Traffic Signal	●			●		●	●						

Note: To be implemented through the Parcel Map process.

No additional infrastructure improvements will be required for a continuation of the existing aerospace activities.

Schedule of Improvements

Planning Area	2	5	3	3	5	5	4	4	4	5	1A	1	1
Sub Area	A	B	C	D	E	F	G	H	I	J	K	L	M
1998	100%	60%			50%								
2000			100%	75%		25%	60%	100%					
2005		40%		25%	25%	50%	40%						
2010					25%	25%			100%				
2015										100%	50%		
2020											50%		

Exhibit 19 - Revised 12/2001

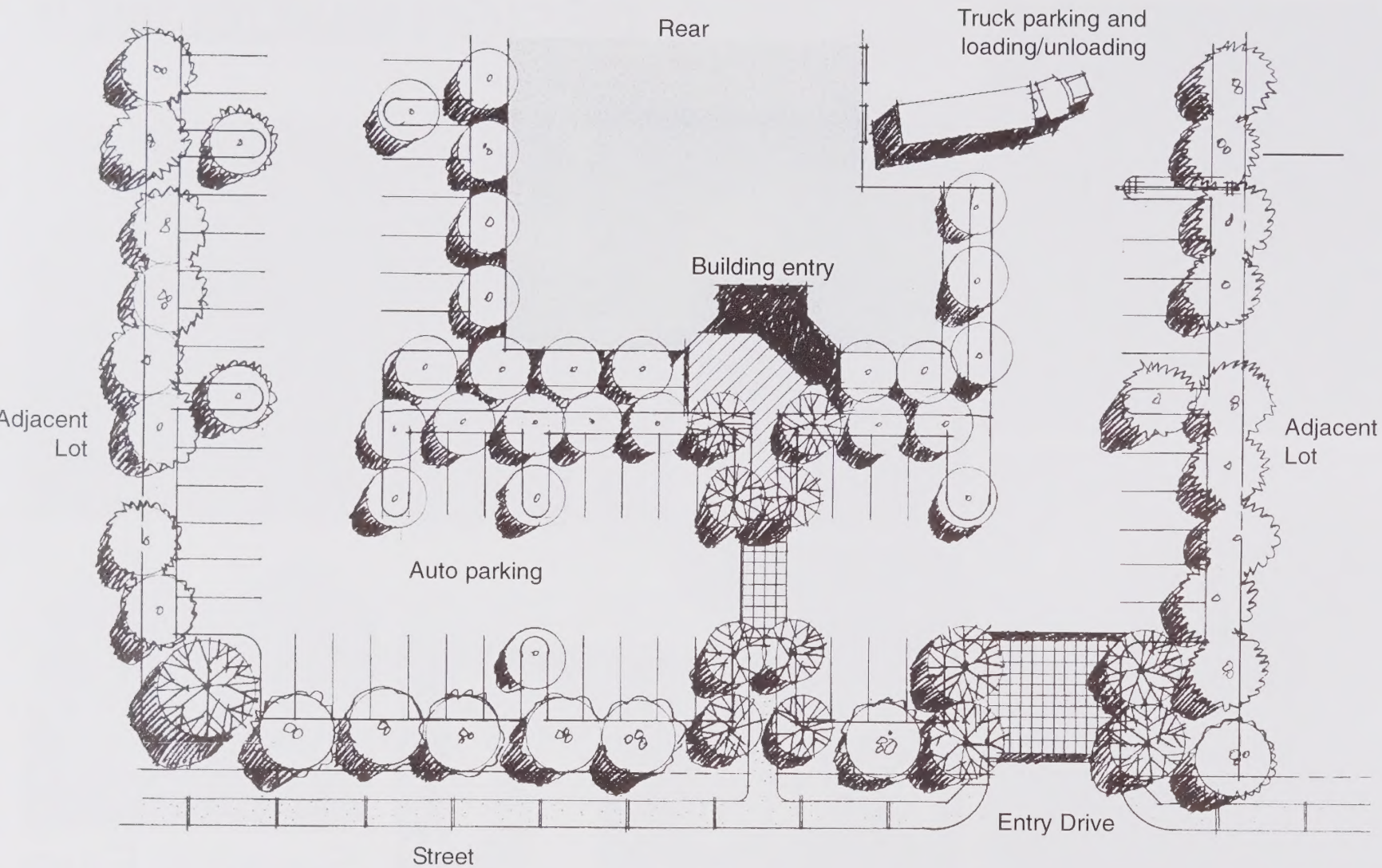
Note: No projections have been provided for Planning Areas 1L and 1M, as development of these areas is not proposed.

DESIGN GUIDELINES



Section Five





Typical Site Layout

Site Planning Detail

Exhibit 20



DESIGN GUIDELINES

5.0 PROJECT AREA CHARACTER

The Design Guidelines establish the character and style for the development of a business park complex with buildings and streetscapes that have a distinctive visual identity. The Guidelines accommodate individual development identities and promote interrelationships between complementary land uses and community features. The major elements of the Design Guidelines include: site planning, architecture, streetscape, landscaping, and signage. All development proposals within the Specific Plan area shall conform to the Design Guidelines and shall incorporate appropriate theme elements.

The Design Guidelines are to be used by the private developer and the City of Huntington Beach as part of the Site Plan Review process. The Design Guidelines are general and may be interpreted with some flexibility in their application to specific projects. Variations may be considered for projects with special design characteristics that still meet the objectives of the Guidelines. The Design Guidelines shall be used to promote a high level of design quality while at the same time provide some flexibility, necessary to encourage creativity on the part of individual project designers.

The Design Guidelines have been prepared to articulate the intended development standards of the Specific Plan area. The Guidelines establish a framework for developers/designers of individual projects; and design criteria, which the City will use to evaluate proposed developments.

5.1 SITE PLANNING GUIDELINES

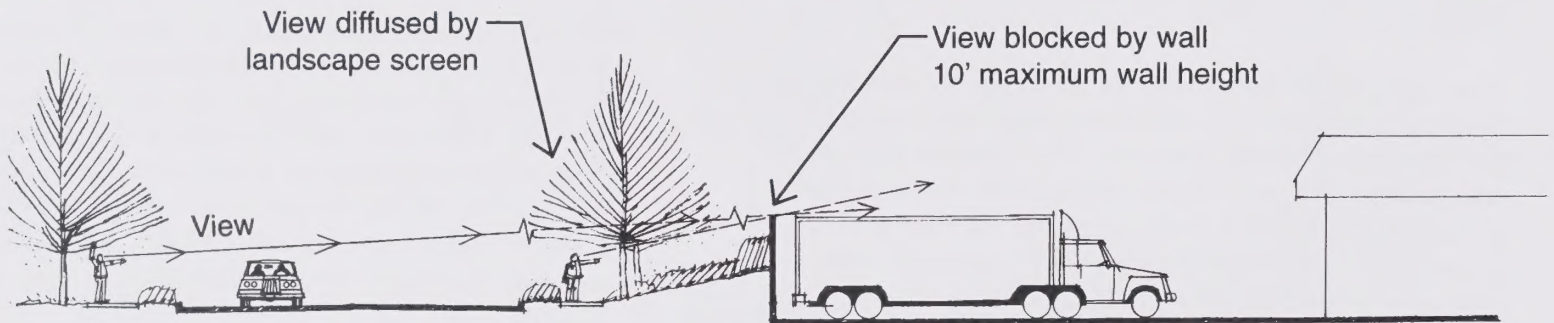
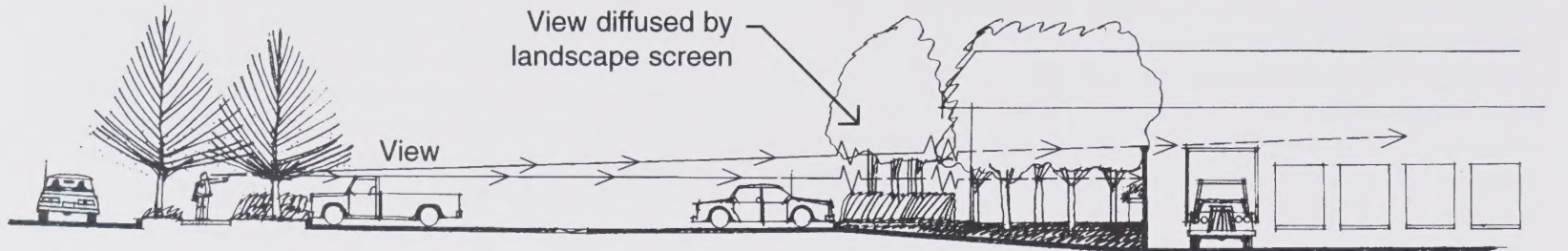
The Specific Plan anticipates a combination of industrial, office, and commercial buildings, each varying in parcel size, building height, and intensity of development. The Design Guidelines section provides the measure by which basic concepts for coordinated site planning can be realized. Care must be taken in the creation of each parcel in the project area to provide convenient access, and cluster common activities. Effective site planning techniques will establish a strong outline and framework for guiding future individual development projects, and create a unique high quality business park.

The successful integration of effective site planning techniques, with the basic design elements on individual projects, will enhance the visual experience in the Specific Plan area, and promote a true sense of place. The existing McDonnell Douglas facilities along Bolsa Avenue and Bolsa Chica Street and the development of Cambro Manufacturing and Sharp Electronics on the eastern boundary have established a high quality of design.

Future development of the remaining parcels will be in accordance with many of the established initial design concepts, in order to achieve an overall project area compatibility.

To facilitate the development of the McDonnell Centre Business Park into a unique resource for the community, the following site planning policies shall be complied with.





Screening of Loading and Storage Areas

Site Planning Detail

Exhibit 21

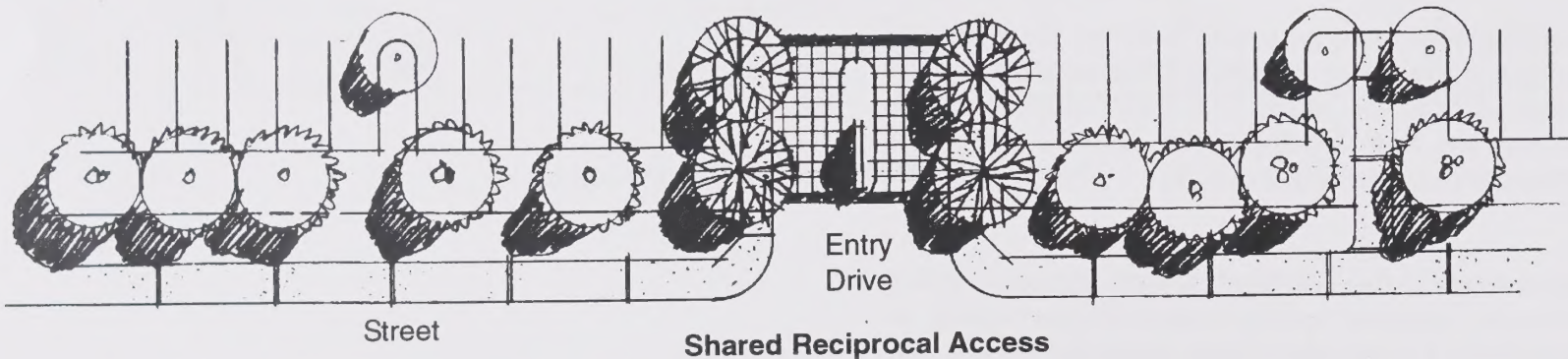
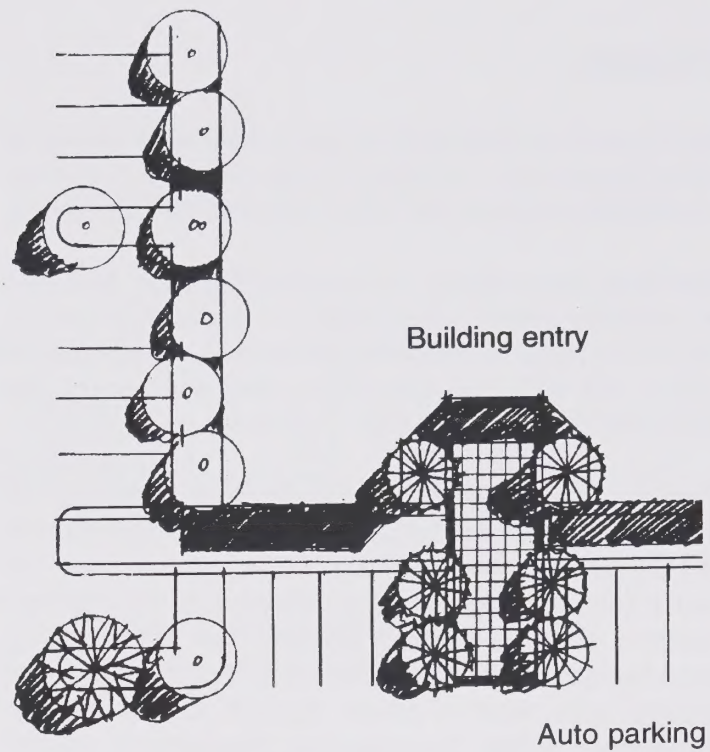
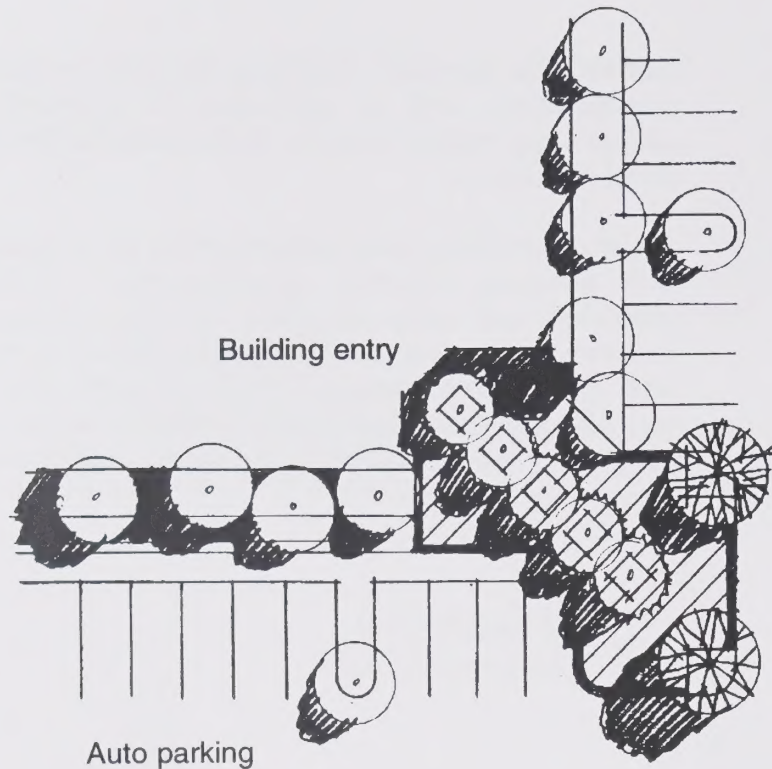
5.1.0 POLICIES:

- 5.1.1. **Site layout** for individual projects shall be designed to route people and vehicles through the site in a clear, identifiable, efficient and effective manner (Exhibit 20).
- 5.1.2 **Building orientation** and access shall be designed compatible with previously constructed and/or approved projects. Building entryways, administration areas and other window areas shall front on to any adjacent street (Exhibit 22).
- 5.1.3 **Parking** for individual projects shall be provided on site in a manner that is convenient and compatible with the layout and design of the overall project area. In order to create larger building setbacks surface parking facilities shall be located between the main building front facade and any adjacent street. A buildings side facade may abut a street subject to the setback provisions in the Development Regulations section (Section Six).
- 5.1.4 **Loading and storage areas** including truck access shall be in the rear and /or side portions of the lot, and screened from the street. All truck maneuvers (i.e. backing into truck loading areas) shall be performed within the project site (Exhibit 21).
- 5.1.5 **Site access** to the individual projects shall provide the minimum required turning radius (inside radius of seventeen (17) feet and outside radius of forty-five (45) feet) and roadway widths for all drive aisles and fire lanes (twenty-four (24) feet), consistent with the

adopted City standard. Additional fire and emergency considerations shall be addressed on a project by project basis, subject to review and approval of the Fire Chief (Exhibit 23).

- 5.1.6 **On-site circulation and access** should be compatible and enhance adjacent developments. Shared driveways and entry locations may be proposed. Driveways and entrances on opposite sides of a street shall align. Any proposed offset of driveways on opposite sides of a street shall be subject to review and approval of the Director of Public Works (Exhibit 22).

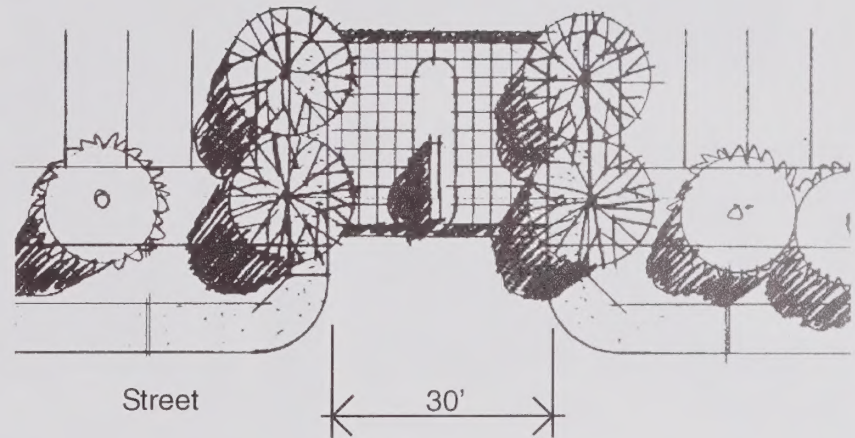




Site Planning Detail

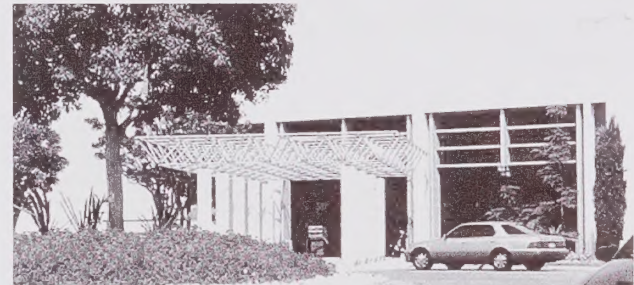
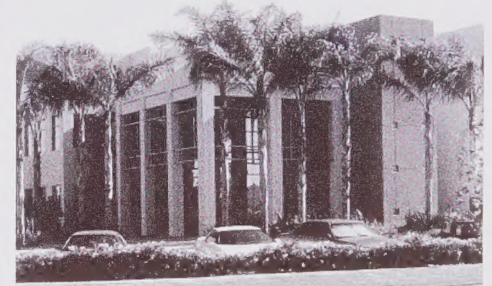
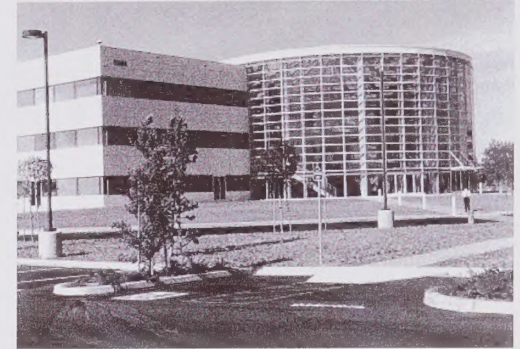
Exhibit 22

- 5.1.7 **Entry drives** shall be of a uniform size and design throughout the project area. Main and secondary entrances shall be thirty (30) feet wide. Loading area access drives shall be forty (40) feet wide (Exhibit 23).
- 5.1.8 **Handicap accessibility** shall be incorporated into all individual project plans and must reflect sensitivity to the needs and requirements of handicapped employees and visitors. The California Accessibility Code (Title 24) requirements shall be considered as a minimum set of guidelines. All accessways and parking layouts shall be handicap accessible and convenient.
- 5.1.9 **Energy conservation techniques** are encouraged and shall be provided on a project by project basis.
- 5.1.10 **Security provisions**, including lighting, building entrance visibility and drive locations, shall be carefully considered, and subject to review and approval of the Director of Public Works and the Police Department.
- 5.1.11 **Relationship to adjacent sites** shall be considered concurrent with individual project layout. Projects shall be "off-set" to minimize views directly into opposing buildings



Typical Entry Drive
Exhibit 23





Architectural Details

Exhibit 24



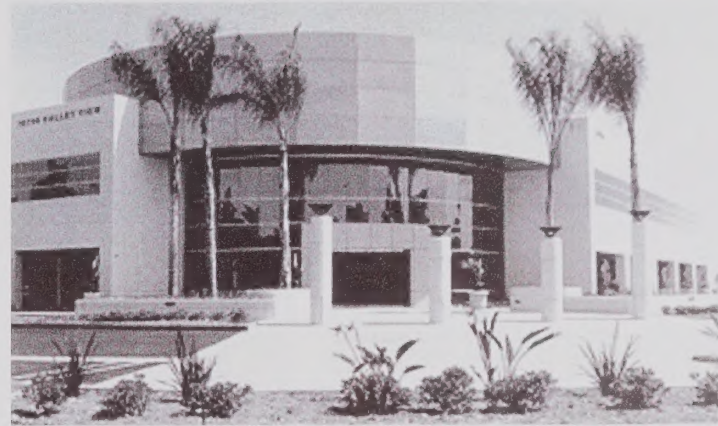
5.2 ARCHITECTURAL GUIDELINES

The Architectural Guidelines are intended to establish a compatible character, style and quality for all development projects within the McDonnell Centre Business Park. This compatibility of character is not intended to discourage individual innovation and creativity, but to simply provide a framework within which an overall sense of community and place will be reinforced.

The architectural theme shall reflect a contemporary research and development complex. Each project shall be designed and sighted with sensitive regard to climate, context, and proper use of materials and form in an honest expression of function as well as aesthetics. Building design shall comply with the following architectural policies.

5.2.0 POLICIES: (All Buildings)

- 5.2.1 **Building location**, massing and orientation on the individual building sites, shall provide a balance in form and composition.
- 5.2.2 **Building massing** shall possess a balance in form and composition; large flat unarticulated building elevations shall not be permitted adjacent to a public street.
- 5.2.3 **Building articulation and fenestration** are required to avoid large flat building walls. Building elevations can also be enhanced with second story areas and/or vaulted areas establishing a variety in building volumes and composition (Exhibit 25).



Building Articulation
Exhibit 25





Typical Building Entry
Exhibit 26

- 5.2.4 **Building relationships** shall be designed with consideration to the proper screening of adjacent projects. Special attention shall be given to maintain the highest quality of design, harmony and compatibility.
- 5.2.5 **Building entries** shall be obvious. A clearly defined, primary pedestrian entry, with an enhanced hardscaped foreground, is required for each building (Exhibit 26).
- 5.2.6 **Building materials, colors and finishes** shall be chosen from a palette of subtle tones (white, off white, light gray and beige); projects are encouraged to use color accents.

- 5.2.7 **Glazing** shall be tinted with high-performance materials (glazing colors, transparency and reflectiveness shall be limited to green, blue, and light gray shades. Clear or lightly tinted glazing is also acceptable).
- 5.2.8 **Mechanical equipment**, shall be screened from view of adjacent property. Mechanical equipment shall not be exposed on the wall surface or roof of a building. Screening material and color shall be compatible with the overall building design and colors, no lattice work is allowed. Backflow devices, electrical transformers and other mechanical equipment, located out of or within setback areas, shall be screened from public view or undergrounded, with the exception of public safety features.
- 5.2.9 **Exterior lighting** shall be located and designed to minimize direct glare beyond the parking lot or service area. Light standards under thirty-five (35) feet in height are recommended throughout a project area and shall illuminate all sidewalks and connecting walkways. All light standards shall be consistent with respect to design, materials, color and color of light, and with the overall architectural style of the project.
- 5.2.10 **Trash enclosures** for refuse containers and equipment shall be easily accessed by service vehicles and screened from public view. Refuse containers and equipment shall be located within a building's facade or within a screened enclosure, and reflect the architectural style of the main building, including the use of similar materials. Landscaping shall be provided on each side of all screened enclosures within parking areas.



POLICIES: (Industrial Buildings)

- 5.2.11 **Building design** shall avoid a single dominant mass. Substantial variations in massing should include changes in height and horizontal plane. The horizontal mass of the building elevations may be broken up with external treatment detached from the main building structure. Such massing breaks, include: columns, colonnades, trellises, wall segment textures, materials, pattern or color and enhanced landscape treatment. The extent of massing breaks and building projections shall relate visually to the overall scale of the building.



Typical Building Wall
Exhibit 27

Blank walls shall avoid blank areas between massing breaks, especially along facades immediately visible from adjacent streets or walkways. This can be accomplished with a change in surface texture, revealed pilaster, a change in building planes, a vertical variation of the roof line, window placement and /or intensified accent landscaping (Exhibit 27).

Building walls visible from public streets shall be especially attractive, blank flat facades shall be avoided.

These facades shall include a major entry feature and architectural variation over at least fifteen (15) percent of the facade's linear surface. The entry feature treatment shall be an integral part of the building design, a monolithic appearance shall be avoided (Exhibit 25).

Building corner situations shall incorporate special architectural treatment on elevations, visible from a public street. Any special facade treatment shall be continued around the building (Exhibit 28).



Building Corner Treatment
Exhibit 28

- 5.2.12 **Building entries** shall be emphasized by design features such as overhangs, recesses, walls and roof forms that are integrated into the overall building design. Greater height can be used to highlight and accentuate entries (Exhibit 26).





Building Materials Variety
Exhibit 29

5.2.13 **Building materials** may be a combination of concrete, metal, glass and/or other contemporary composites. Concrete tilt-up construction can be an integral component of building design (Exhibit 29).

5.2.14 **Mechanical equipment** such as ventilation devices, louvers, exposed flashing, tanks, overhead doors, and other service doors shall be finished consistent with the color scheme of the building. Cyclone blowers shall be screened and located below the fascia or roofline of a building. These devices shall be located at the rear and painted to match the color scheme of the building.

Mechanical equipment, located adjacent to but detached from the main building, shall be screened with compatible building and/or landscape materials.

5.2.15 **Satellite structures (detached)** can provide an effective variety in building layout and design; provided it can also be an efficient solution for company operations. Satellite structures must be designed to be compatible with the main structure and of the same materials.

5.2.16 **Loading areas** shall be designed to include attractive and durable materials, and conform with other guidelines pertaining to building features, materials and finishes. Fixed hardware for rolling doors shall be located on the inside of buildings to minimize visual clutter.

Loading docks and outdoor storage areas shall not face streets. These areas must be screened with a solid decorative wall or berm. Where views of these features are possible from streets or connecting walkways, they shall be screened through the use of walls, trellises, tall landscaping, or equivalent features. Loading docks shall be provided at a lower grade, where practical, to minimize views from the street and the need for tall walls or fencing (Exhibit 21).

5.2.17 **Outdoor storage** shall not exceed ten (10) feet in height. All outdoor storage areas must be screened consistent with the loading area provisions. The wall height shall be sufficient to screen the loading areas and vehicles and trailers from view of adjacent properties and streets and shall not exceed ten (10) feet in height (Exhibit 21).

POLICIES: (Commercial/Office Buildings)

5.2.18 **Building designs** shall reflect an industrial/office theme and include a recognizable base and top. The base shall visually relate to the proportion and scale of the building. Contrasting materials, textures and color are encouraged on the base of buildings that face streets or connecting walkways, especially adjacent to major entries. Building rooflines are encouraged to take advantage of the visual prominence of a building's silhouette, office and entry area may include: cornice treatments, roof overhangs and brackets, richly textured materials, and/or different color of materials (Exhibit 30).



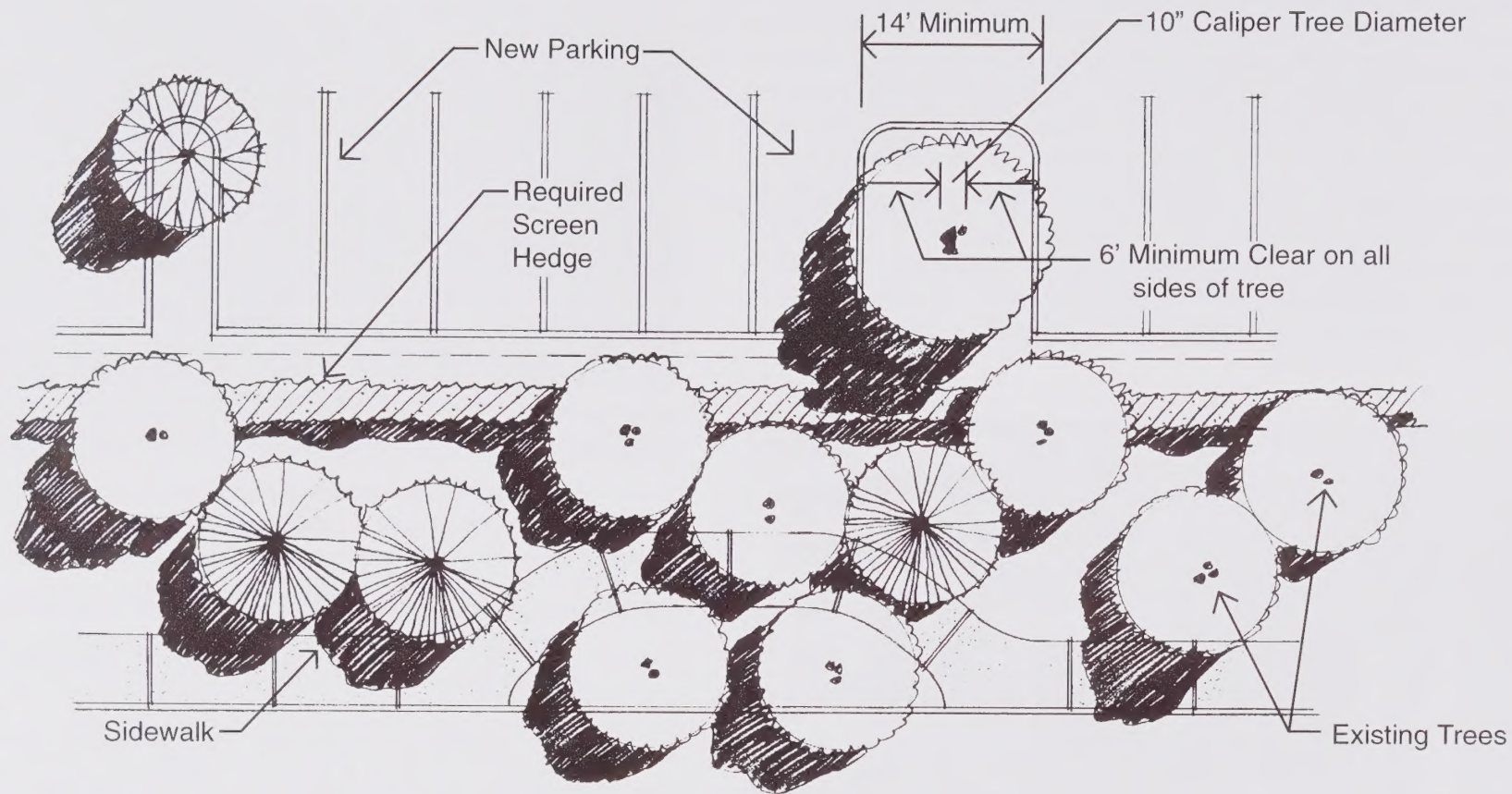
Commercial Facade
Exhibit 30



Office Facade
Exhibit 31

- 5.2.19 **Building materials** may be a combination of contemporary composites and compatible with the industrial buildings materials list (Exhibit 31).
- 5.2.20 **Illumination of buildings and landscaping** can be indirect, to create a strong positive image. Concealing light fixtures within buildings and landscaping can highlight attractive features. Use of lighting is especially recommended at entries, plazas, parking lots, and other areas where evening activity is expected.





Landscape Detail

Exhibit 32 - Revised 12/2001

5.3 LANDSCAPE GUIDELINES

The Landscape Concept for the McDonnell Centre Business Park is an integral component of the overall project design. The Landscape Concept is composed of several design and implementation elements; strong emphasis is to be placed on preservation of the existing landscape pattern. The Landscape Guidelines establish the design character and visual qualities for individual development in the project area.

The Landscape Guidelines provide uniformity to the site and establish a "Sense of Place" with both functional and aesthetic considerations. The Guideline proposes a continuation of the landscape and streetscape patterns currently surrounding the aerospace facility. These elements include intensified perimeter landscaping, large greenbelt areas, and pedestrian walkways which unify the project area. The landscape treatment for buildings and public right-of-ways should be designed with an internally consistent pattern and comply with the following landscape policies.

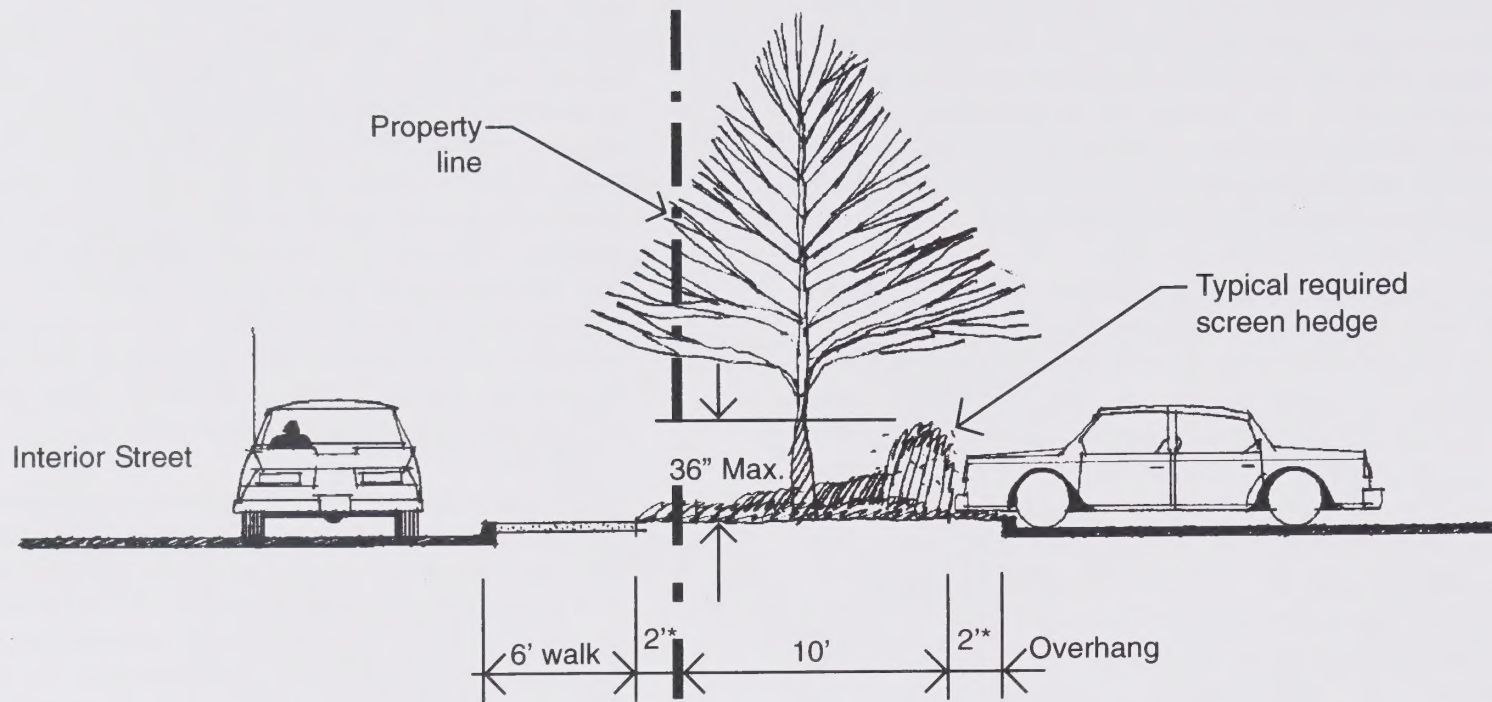
5.3.0 POLICIES:

5.3.1 **Site layout** shall respect and preserve the natural and existing site features, including trees and berming. A professional consulting arborist shall be used to determine how existing trees can be saved during design and construction (Exhibit 32).

5.3.2 **Existing healthy trees**, to the greatest extent feasible, shall be preserved and maintained on site. Where preservation is not possible, existing healthy trees should be relocated. If healthy trees are removed, replacement shall be as follows: Six (6) to ten (10) inch caliper - replace with two (2) thirty-six (36) inch box trees. Trees larger than ten (10) inch caliper, as measured at the breast height (4' - 6' above grade), shall be replaced with a single larger specimen tree, one (1) forty-eight (48) inch box and larger. All tree replacement shall be subject to review and approval and may be modified by the Director of Public Works based on available space, location, and ability to comply with requirements, etc (Exhibit 32).

5.3.3 **Landscape design** shall provide informal groupings of deciduous and evergreen shade trees, flowering shrubbery, and ground cover. Trees shall be of even size and shape at time of installation. Replacement trees shall be mature accent trees and compatible with the surrounding existing trees. A minimum of ten (10) percent of the net site area shall be landscaped. A maximum of five (5) percent of the landscape area may be improved with hardscape (entries, plazas, and walkways).





Typical Parkway Landscaping

* This dimension varies from 2' to 4'. A 2' width is provided for 80' right-of-ways and a 4' width is provided for 60' right-of-ways.

Landscape Detail

Exhibit 33 - Revised 12/2001

- 5.3.4 **Plant materials** shall be selected to create an informal pattern of landscaping to reinforce the character of the existing tree plantings. A more formal pattern of landscaping shall be created on-site at the project entries. Trees shall be selected based upon the size of the planting area, to allow for mature growth without causing future damage to the improvements.

All trees shall be a minimum twenty-four (24) inch box size. Shrubbery (evergreen and flowering) shall be low to medium in height grouped in informal masses, minimum size shall be five (5) gallon. All grass selections shall be made from the approved water efficient materials list (Exhibit 38).

- 5.3.5 **The right-of-way area**, shall provide a six (6) foot wide sidewalk, adjacent to the curb with a two (2) to four (4) foot wide landscape strip (2' for 80' right-of-ways and 4' for 60' right-of-ways) between the property line and back of sidewalk. The landscape strip shall be adjacent to the individual projects landscaping and compatible to blend in with the on-site perimeter planting palette.

Tree planting in these parkway areas shall include a minimum of one (1) twenty-four (24) inch box tree for each twenty (20) feet of lineal frontage. Tree planting may include a combination with thirty-six (36) inch or larger box trees. Tree planting shall be grouped in informal drifts and tree quantities shall be determined by the length of the property adjacent to the street divided by the recommended spacing of each tree variety. All parkway planting shall be subject to review

and approval of the Director Of Public Works (Exhibit 33).

- 5.3.6 **Pedestrian walkway systems** shall be designed to unify the entire project area and provide pedestrian site access to buildings, parking and site activity areas. Pedestrian walkways shall be a minimum of six (6) feet in width.

Pedestrian walkways shall exist on each parcel and within the adjacent public right-of-way. All landscaping adjacent to the pedestrian walkway improvements shall be installed concurrent with each individual project and consistent with the Landscape Concept (Exhibit 33).

- 5.3.7 **Perimeter landscaping** around the project areas shall provide a consistent edge treatment using a limited number of plant materials, and shall meander in informal groupings around the site. An area shall be preserved for a six (6) foot wide sidewalk along this perimeter edge within the public right-of-way and shall be consistent with the edge treatment on all perimeter streets (Exhibit 33).



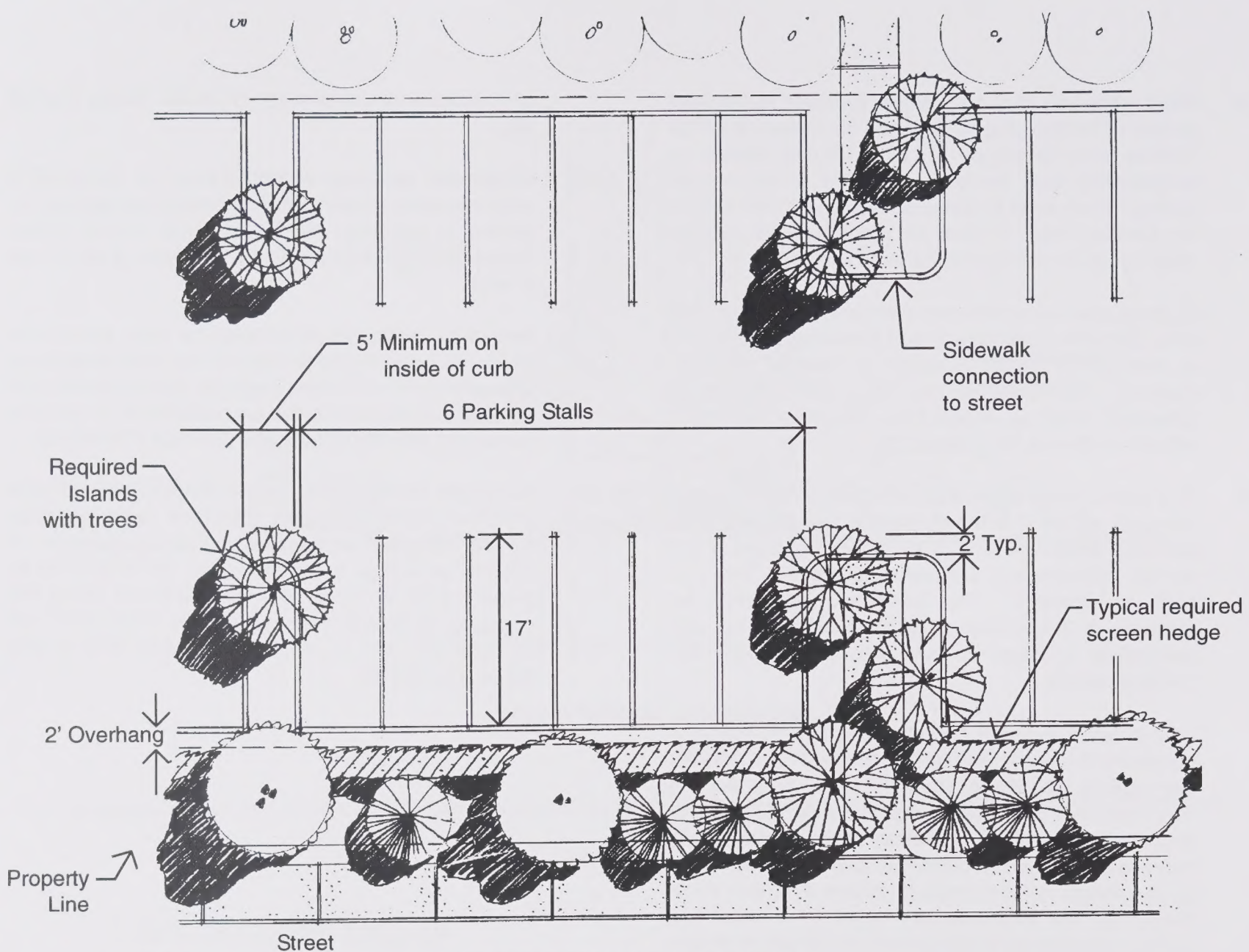


Exhibit 34

Typical Parking Lot Landscaping

5.3.8 **Parking lots** shall be planted at a rate of one (1) tree for every six (6) parking stalls. Parking areas immediately adjacent to public streets shall provide one (1) tree in a landscape area between each sixth parking stall. Parking lot trees shall be twenty-four (24) inch minimum size box trees. All tree planting areas shall be a minimum net width of five (5) feet (Exhibit 34).

Parking lot treatments shall be consistent and contribute to the project landscaping unity. Parking lots shall be planted with trees in such a manner as to provide maximum shade. An alternative which clusters or groups parking lot trees adjacent to the building may be considered. Larger trees may also be substituted for a number of smaller trees, subject to review and approval of the Director of Public Works.

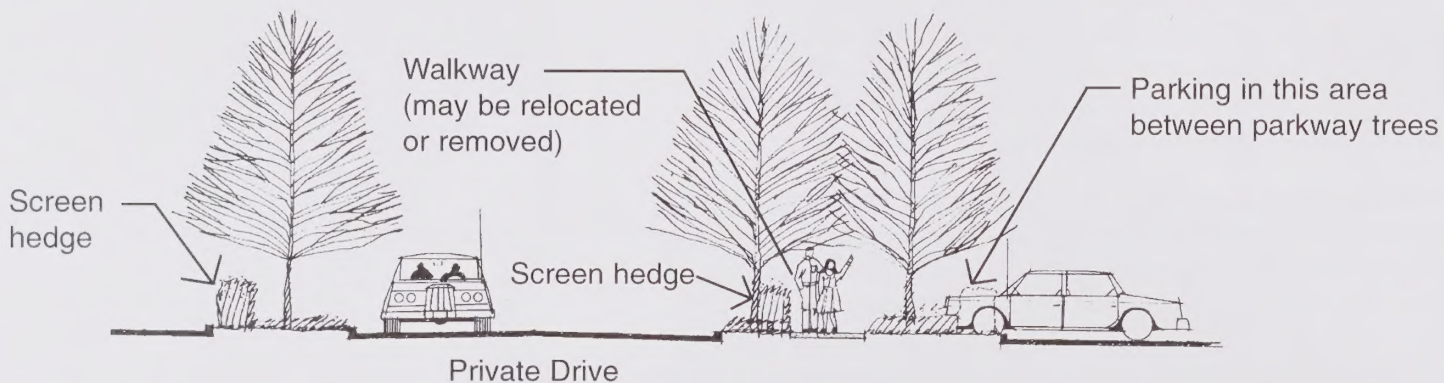
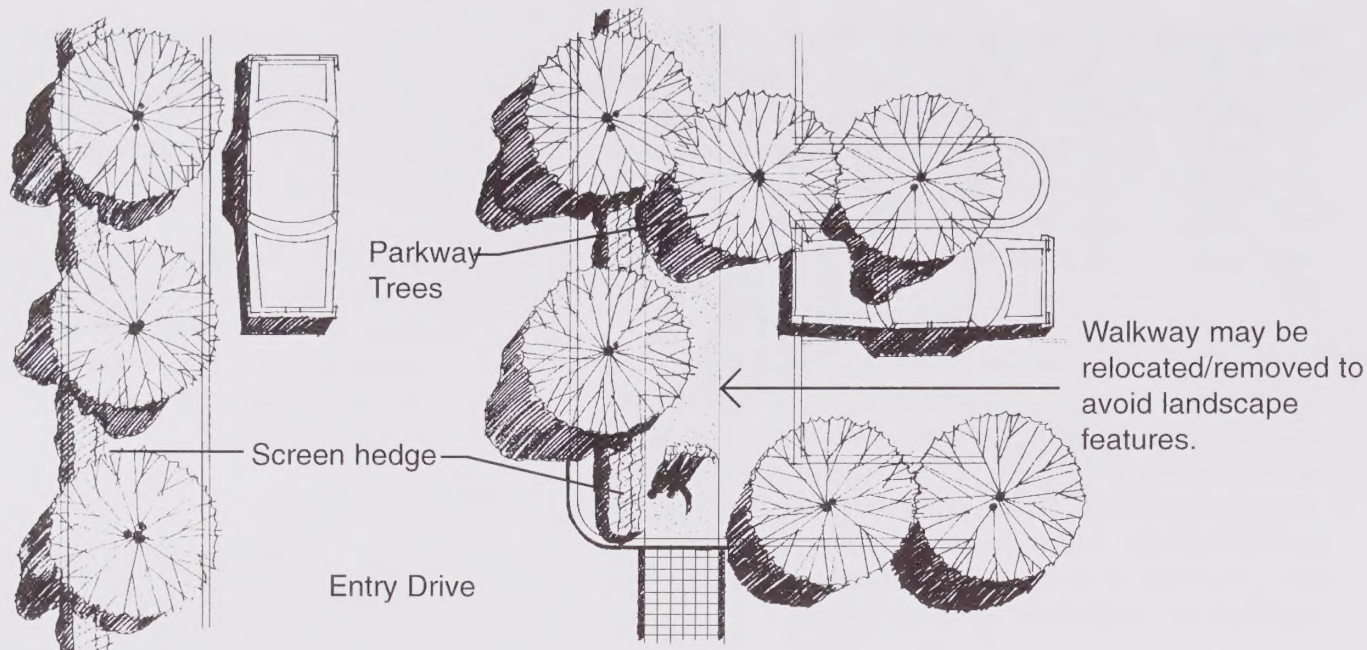
Perimeter parking lots adjacent to arterial streets, shall be provided with additional landscape treatment to ensure that the parking areas are adequately screened from adjacent street views. Berming in these areas is encouraged and shall be a maximum of three (3) feet high and have a natural appearance in form.

Shrubbery shall be planted in areas where berms are not practical, along the perimeter of the parking areas. Shrub planting shall be provided in a minimum five (5) gallon size and spaced a maximum of three (3) feet apart. Shrubbery shall not exceed three (3) feet in height. Hedges shall be trimmed up from the ground and maintain an eight (8) inch clearance from the ground.

Where cars overhang the curbs, ground cover planting shall be required at a minimum width of three (3) feet (inside dimension). The overhang area shall not be considered as part of the required minimum percentage of on-site landscaping (Exhibit 34).

5.3.9 **Interior property lines** shall be planted with a continuous hedge, five (5) gallon shrubs at a minimum spacing and twenty-four (24) inch box trees; a minimum of one tree per twenty-five (25) lineal foot of property line.





Landscape Detail

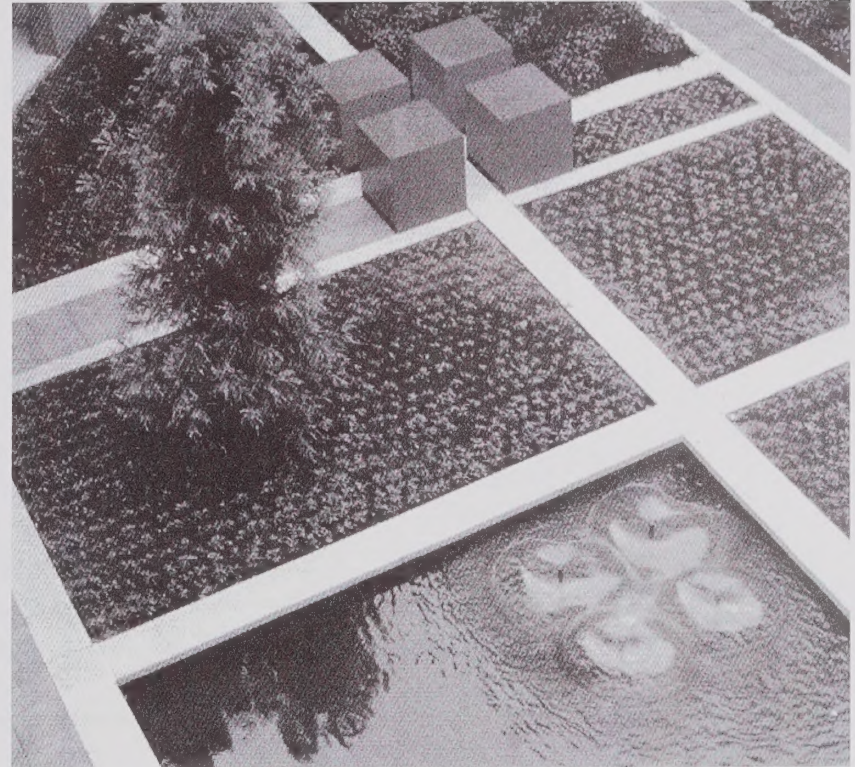
Exhibit 35 - Revised 12/2001

5.3.10 **Entry drives** shall be constructed in conformance with the Specific Plan (Policy 5.1.7) and City design standards (Public Works Standard Plans), subject to the review by the Director of Public Works. Project access points shall be designed to provide entering and exiting drives with adequate views of approaching pedestrians and vehicles (Exhibit 23).

Entry drives shall provide convenient access to parking lots at various site locations. In addition to street trees and on-site landscaping, each entry shall be designated by ground cover and one or two large thirty-six (36) inch box specimen trees, on both sides of the entry. These trees shall be located a minimum of ten (10) feet back from the face of the street curb to avoid the line-of-sight concern (Exhibit 35).

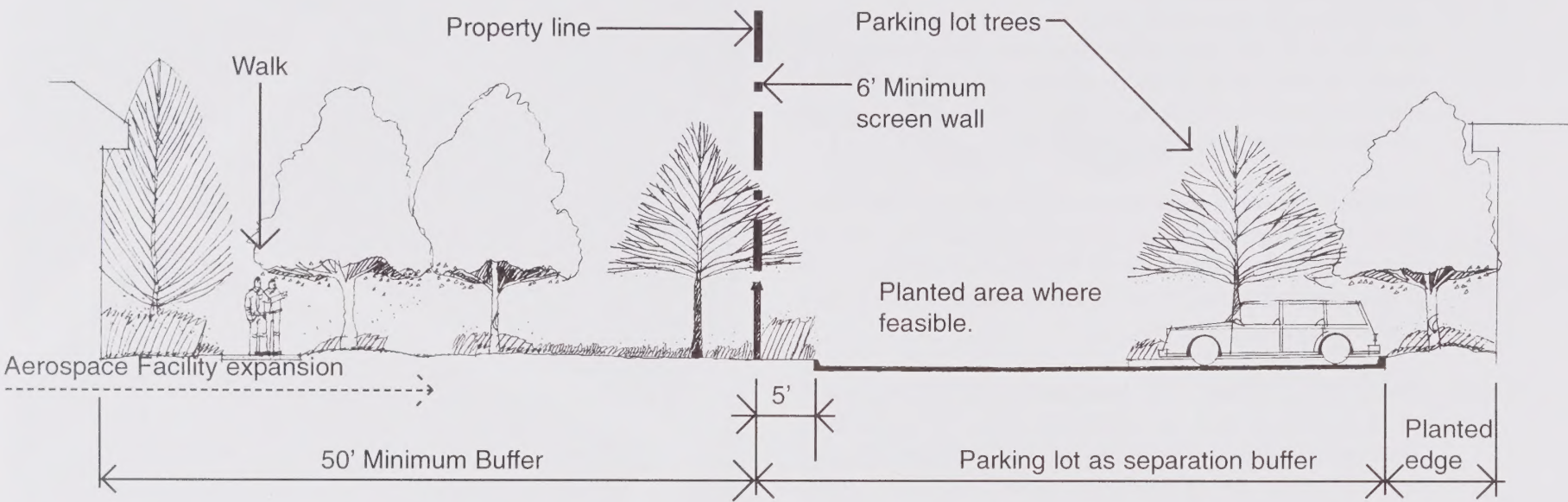
Stamped concrete, colored to match paving materials, shall be provided at all driveway entrances and all pedestrian connections from the main building to the public pedestrian walkway system, across drive aisles and through landscaping.

5.3.11 **Entry plaza areas, and courtyards** shall be provided as focal points and for employee use. These areas shall be an integral part of the building architecture and be connected by a walkway system to the public pedestrian walkways.



5.3.12 **Buffer** areas shall be provided along the abutting edges between Planning Areas, concurrent with new development. These buffer areas are intended to provide for an aesthetic transition between the aerospace facility and any non aerospace new development. Buffer areas shall be a minimum of fifty (50) feet in width and shall include landscaping and

berming to adequately screen adjacent uses, consistent with the established landscape theme. Buffer areas may also be used for a private access drive and/or parking lot, provided an intensified landscape design is proposed, and may include walls, fencing, utility easements and pedestrian walkways compatible with adjacent development.

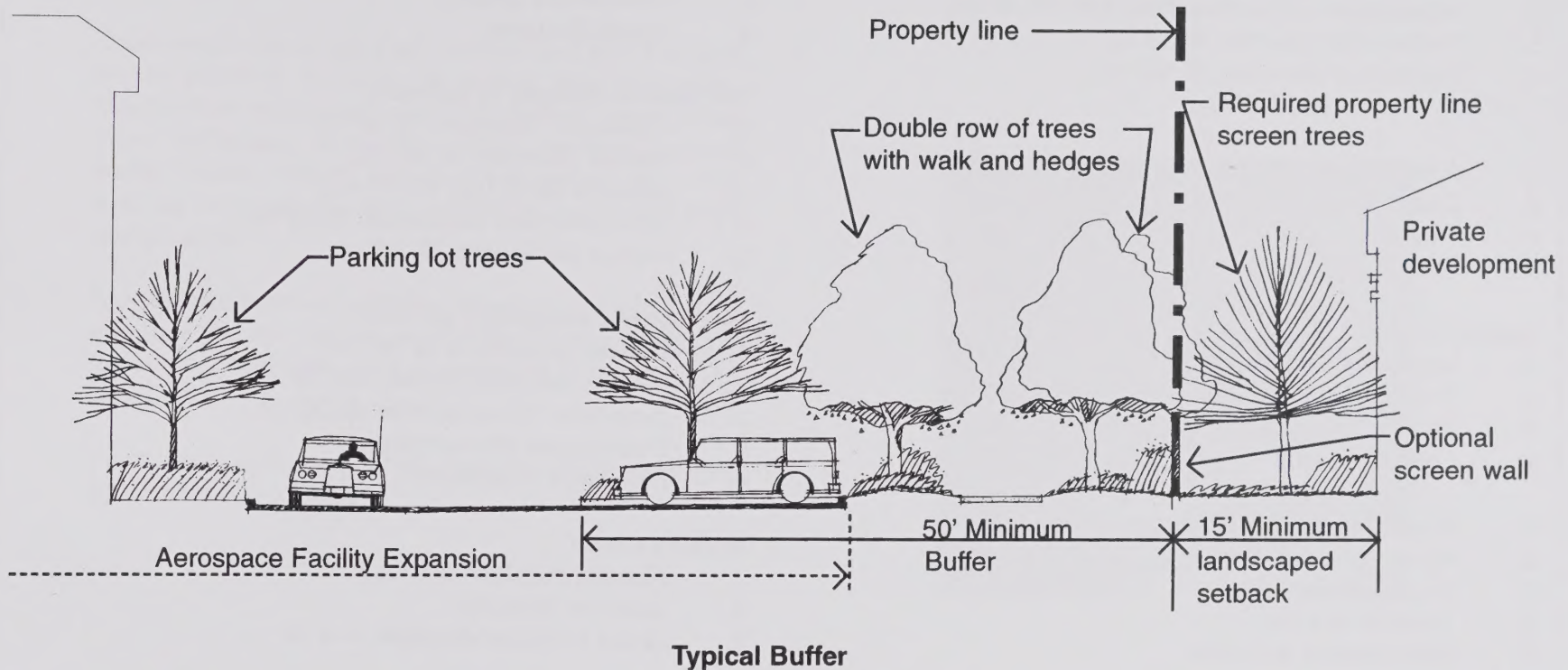


Typical Landscape/Parking Lot Buffer

Landscape Detail

Exhibit 36 - Revised 12/2001

An additional building setback may also be necessary in order to adequately screen the adjacent use.



Landscape Detail

Exhibit 37 - Revised 12/2001



PLANT PALETTE

With approximate spacing

Street Trees

1. Pinus halepensis @ 35' oc.
canariensis @ 20' oc.
eldarica @ 20' oc.
2. Liquidambar styraciflua 'Palo Alto' @ 25' oc.
3. Podocarpus gracilior @ 30' oc.
4. Eucalyptus citriodora @ 20' oc.
ficifolia @ 20' oc.
nicholli @ 20' oc.
5. Agonis flexuosa @ 20' oc.
6. Cinnamomum camphora @ 20' oc.
7. Tristania conferta @ 20' oc.
8. Tristania laurina

Accent Trees

1. Lagerstroemia faurei
2. Prunus cerasifera 'Thundercloud'
3. Eucalyptus, species
4. Erythrina caffra
coralloides
5. Brachychiton acerifolius
6. Agonis flexuosa
7. Eucalyptus ficifolia
8. Tristania laurina
9. Metrosideros excelsos

10. Metrosideros Tomentosa

Property Line Trees

1. Eucalyptus ficifolia
nicholi
2. Podocarpus gracilior
3. Agonis flexuosa

Tall Screen Hedges (5 gal min)

1. Ligustrum 'Texanum' @ 30" oc.
2. Nerium oleander @ 36" oc.
3. Xylosma senticosa @ 36" oc.
4. Leptospermum scoparium @ 36" oc.
5. Prunus caroliniana @ 36" oc.

Low Screen Hedges (5 gal min)

1. Carissa grandiflora @ 36" oc.
2. Nerium oleander 'Petite Pink' @ 36" oc.
3. Juniperus 'Tamariscifolia' @ 36" oc.
4. Cotoneaster Microphylla
5. Plumbago Scaniferes

Ground Cover

1. Mesembryanthemum rosea
2. Gazania 'Mitsuma'
3. Grass Festoca/Marathon II or III

Plant Materials Palette

Exhibit 38 - Revised 1/2002

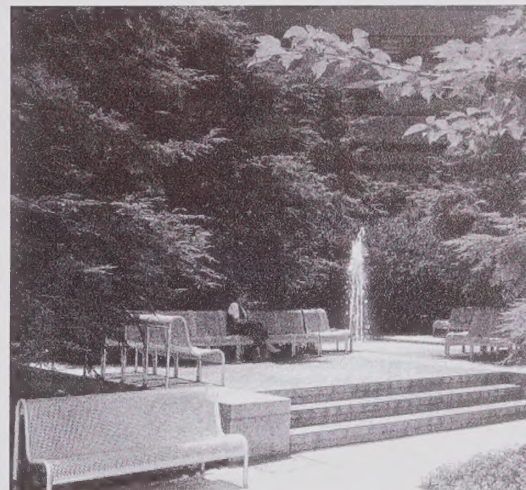
- 5.3.13 **Landscape screening** is intended to soften and blend the connection of the developed building areas with the landscape of the surrounding sites. This connection shall be made with compatible ground cover, shrubbery and trees. Trees shall be provided to soften, and visually relieve, building elevations and to provide summer shade.

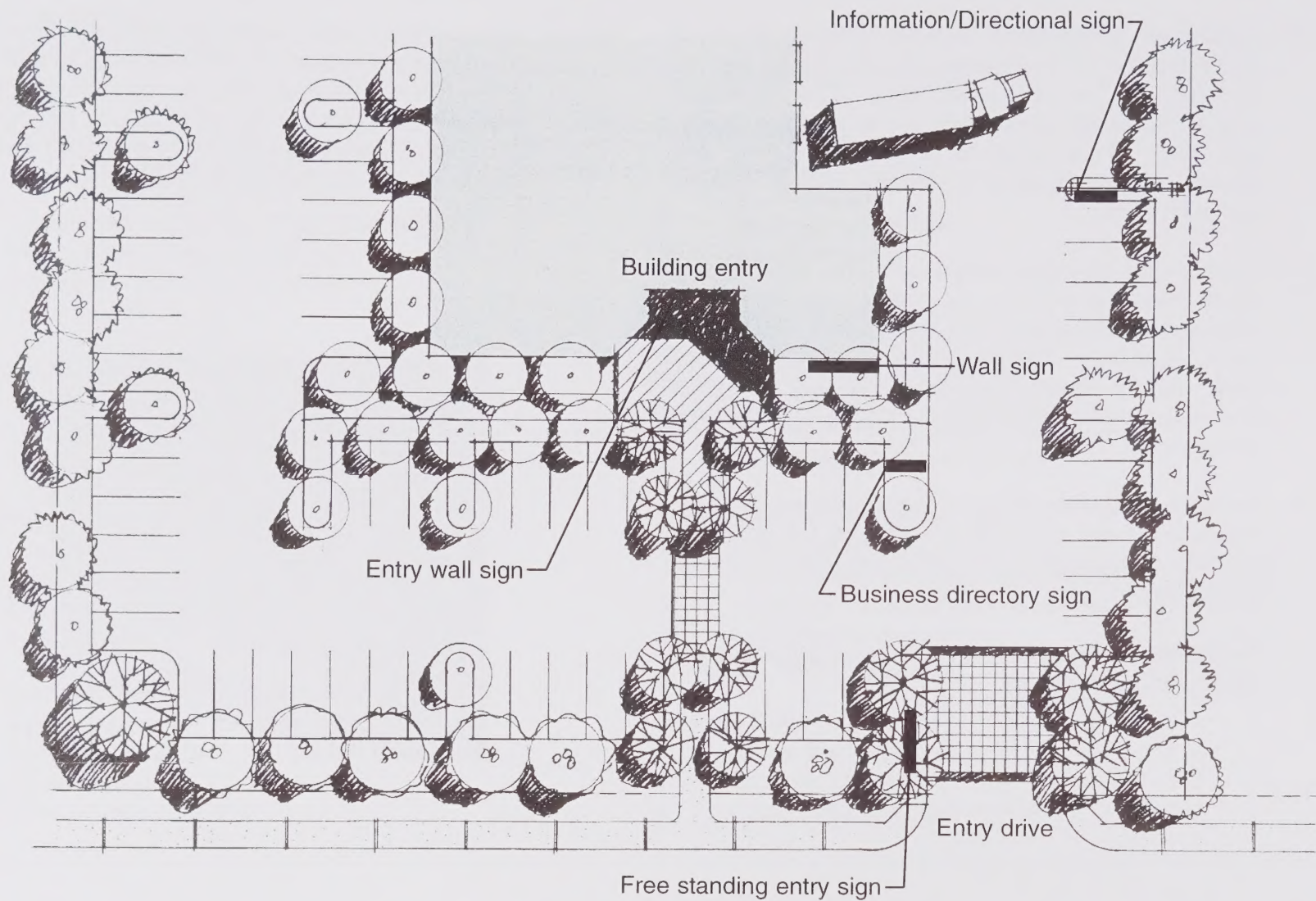
Trash enclosure areas shall be provided with tree and shrub planting screens to soften the enclosure. Mechanical equipment and transformer areas shall have landscape screening and/or low-level screen walls. Valves, meters, back flow preventers, etc., shall also be screened by shrub plantings and/or low level screen walls.

- 5.3.14 **Landscape lighting** shall be provided to aesthetically enhance the site, as well as providing for the safety and security of motorists and pedestrians throughout the project area.

Pedestrian walkways shall include adequate night lighting for public safety.

- 5.3.15 **Conservation** water measures shall be incorporated in the landscape design. A minimum of seventy-five (75) percent of the required landscape area shall be planted with ground cover and the balance with turf. The use of shrubs, hedges, and berming, shall be provided to screen cars in the parking lots from street view.





Sign Detail

Exhibit 39

Typical Signage Layout



5.4 SIGNAGE GUIDELINES

The Signage Guidelines identify a framework in which advertising a place of business, providing directions or information can be accomplished without detracting from the overall design quality of the project area. The Signage Guidelines also contribute to the overall project area design theme. Design, color, materials and placement are all important in creating signs that are architecturally attractive and integrated into the overall project area design. The intent is to create and promote a quality visual environment by allowing only signs which are compatible with their surroundings and which effectively communicate their message.

This section sets forth general criteria for all signs within the project area. Signs shall be designed to be architecturally compatible with the colors and materials of the adjacent building. All signing shall be subject to the provisions and procedures of the Huntington Beach Zoning and Subdivision Ordinance, and comply with the following policies.

5.4.0 POLICIES:

- 5.4.1 **Wall signs** and logos attached to the building shall be individual letters and surface mounted. No signs shall be painted directly on the building. No signs shall be boxed with internal lighting and attached to a building.
- 5.4.2 **Wall signs** shall be located on the building for optimum visibility from the adjacent street.
- 5.4.3 **Wall signs** shall only be located on the building face adjacent to a street and shall be limited to identify

tenants within each building. These signs shall be restricted to the name of the firm, company or corporation only. The colors and materials of the sign structure shall be compatible with the building architectural colors and materials, sign face materials and colors may contrast.

- 5.4.4 **Wall signs** shall not exceed an area equal to one square foot for each lineal foot of building frontage. Maximum size sign for each building facade adjacent to a street shall be one-hundred (100) square feet for industrial projects, two-hundred (200) square feet for commercial projects. Maximum letter height shall be thirty (30) inches.

- 5.4.5 **Wall signs** shall be limited to one (1) sign per building elevation with a maximum of two (2) wall signs per primary tenant on non-adjacent building facades. These signs shall be internally illuminated or non-illuminated.

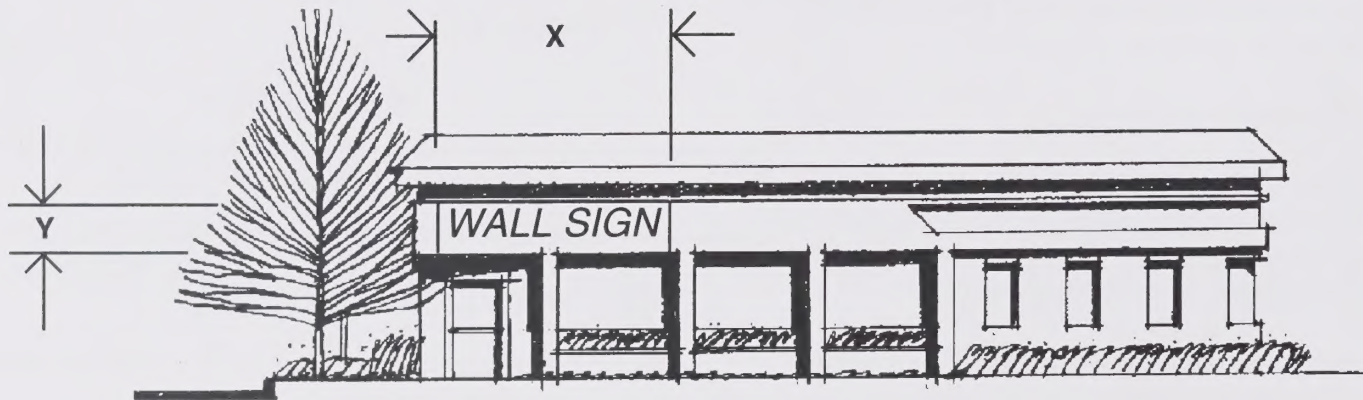
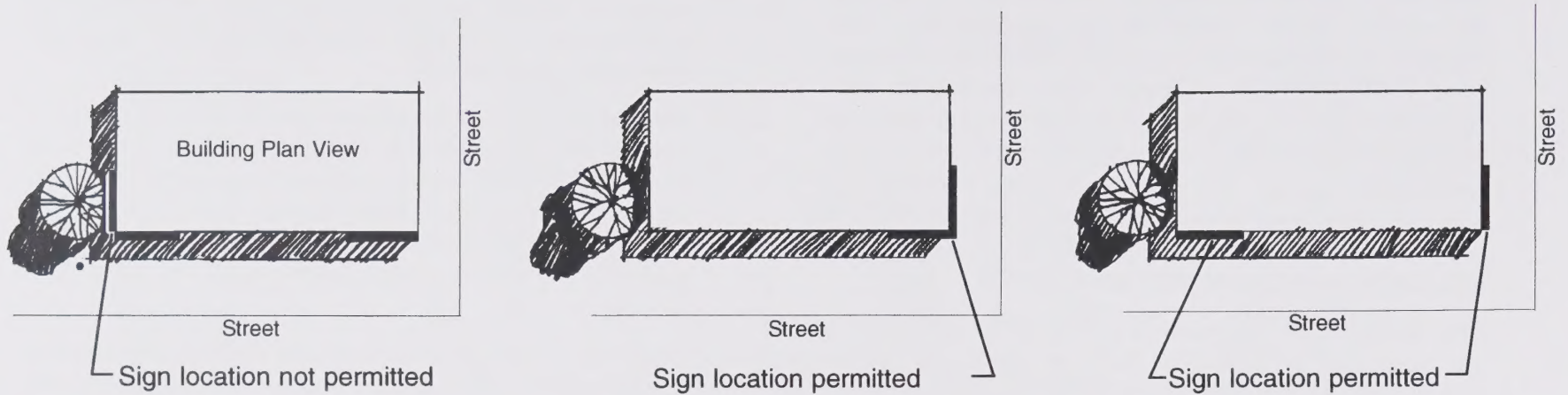
Wall Sign Chart

	Maximum Number	Maximum Area	Other
Commercial	1/Business	200 sq. ft	• Below roof line • Channel letters only • Raceways not Permitted
Industrial	1/Business/ street frontage	100 sq. ft.	
Office	1/Business	100 sq. ft.	

Exhibit 40



Wall Sign Location



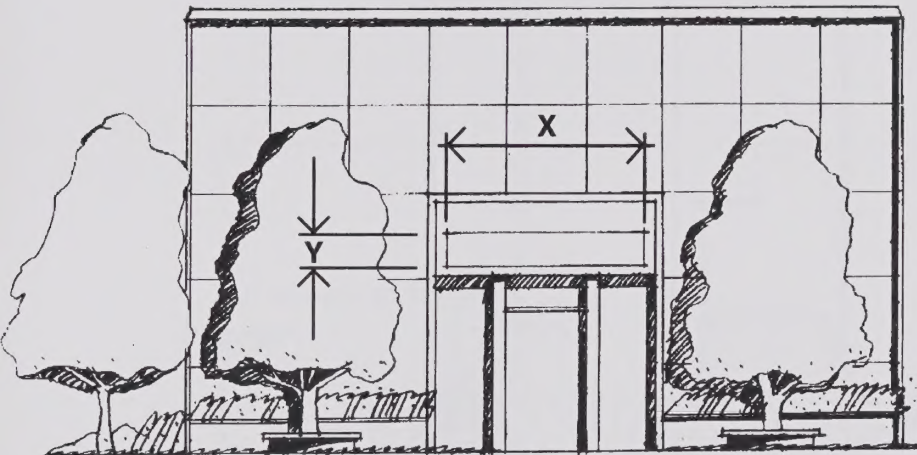
Wall Sign Detail

Exhibit 41

Dimensions of **X** and **Y** varies.
X times **Y** is not greater than 100 sq.ft. for
 industrial projects and 200 sq.ft. for
 commercial projects.

5.4.6 **Wall signs** shall be limited for secondary tenants to a maximum of one (1) sign per tenant. In no event shall there be more than four (4) secondary tenant wall signs permitted per building and no more than two (2) per building elevation.

5.4.7 **Additional wall signs** shall be permitted at the primary entry to a building. Maximum size shall be ten (10) square feet with the maximum letter height of twelve (12) inches.



Dimensions of X and Y varies.
X times Y is not greater than 10 sq.ft.

Entry Wall Sign
Exhibit 42

5.4.8 **Freestanding signs** for business identification shall be limited to perimeter locations adjacent to existing arterials and shall be of a monument design. These signs shall not exceed seven (7) feet in height, as measured from the adjacent grade, and not more than fifty (50) square feet in area for industrial and office and one hundred (100) square feet for commercial.

5.4.9 **Freestanding signs** for tenant Identification may be installed within or adjacent to a private entry driveway. Entry signs must be located and sized so as to not interfere with vehicular visibility and/or movement. Entry signs shall be limited to thirty-two (32) square feet and shall not exceed four (4) feet in height. Entry signs may be placed on a berm not exceeding eighteen (18) inches in height. Entry signs shall include the building address.

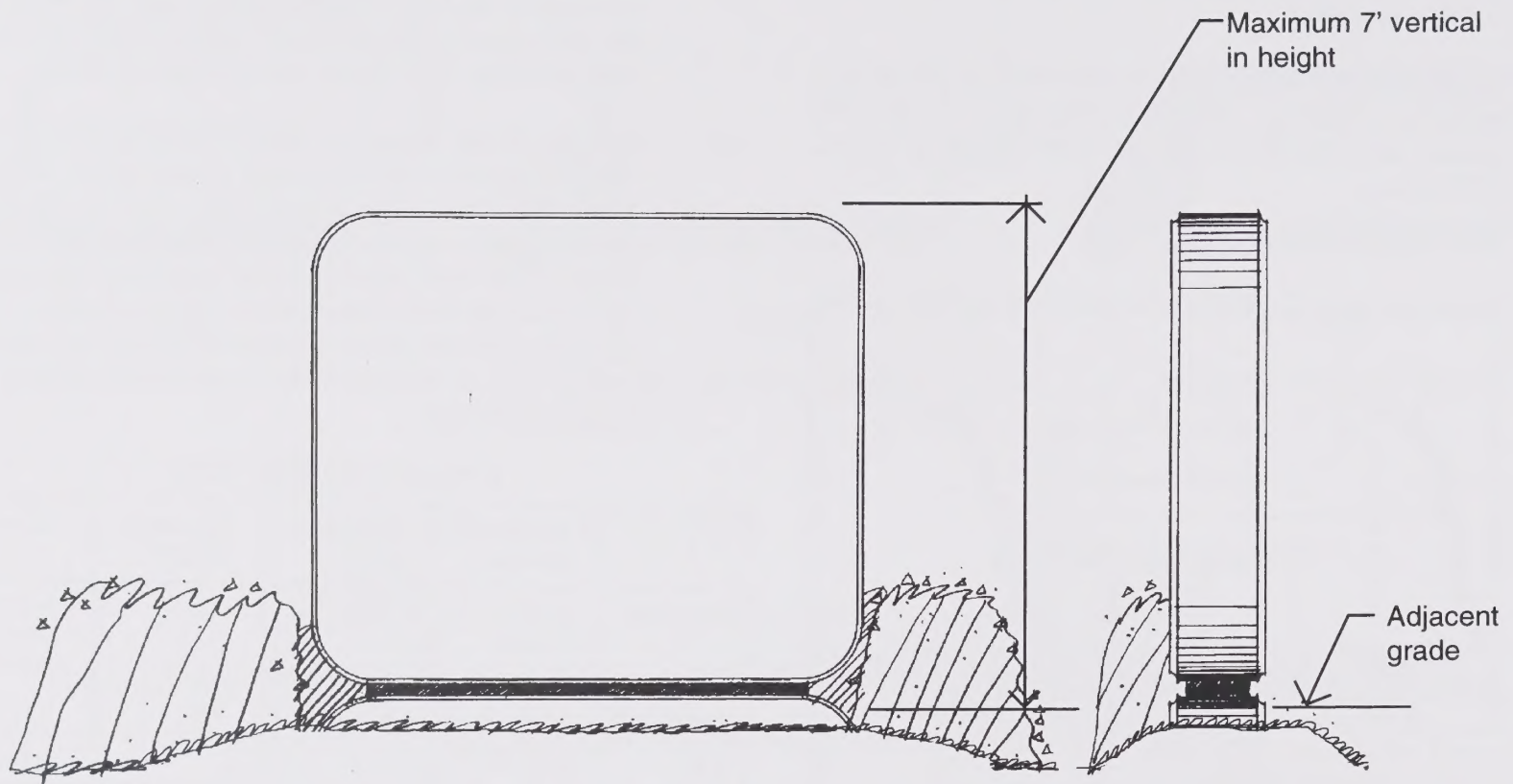
Freestanding Sign Chart

	Maximum Number	Maximum Area	Maximum Height	Other
Commercial	1/250' of frontage	100 sq. ft.	7 ft.	Multi-tenant panels are permitted
Industrial and Office	1/building	50 sq. ft. 7ft.	7 ft.	Multi-tenant panels are not permitted

Note: Entry signs, information/directional signs and temporary signs are subject to separate regulations

Exhibit 43



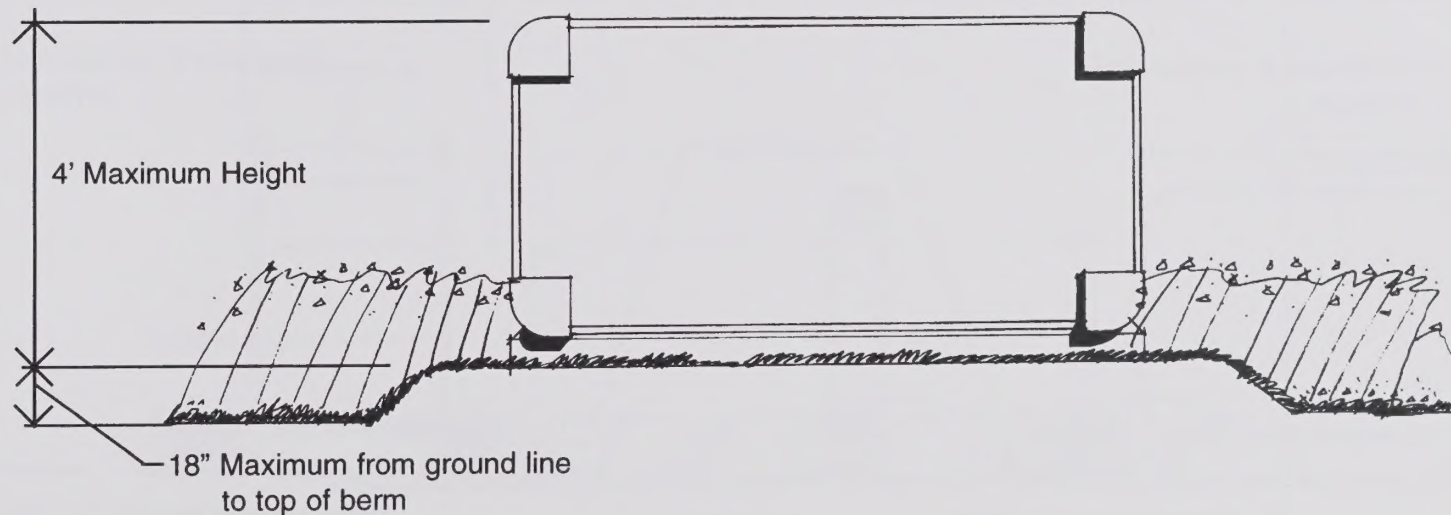


Freestanding Sign Detail

Exhibit 44



- 5.4.10 **All freestanding signs** shall be of a monument design, including: business identification, business directory, and information/directional identification. Street-side signs, at access driveways, shall be used to identify a building address/tenant, and to direct traffic to that building. Internal, on-site signs shall be utilized to provide information and direction to pedestrian and automobile traffic. Freestanding retail commercial signs shall be a minimum of two hundred and fifty (250) feet apart.



Entry Sign Detail

Exhibit 45

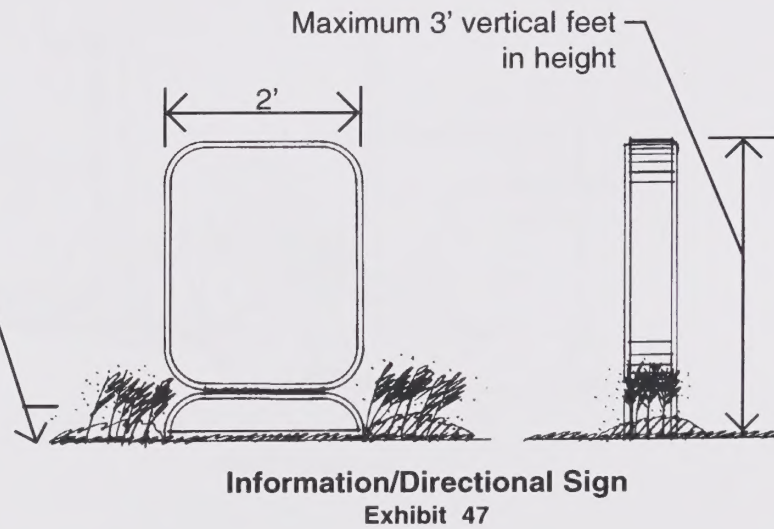
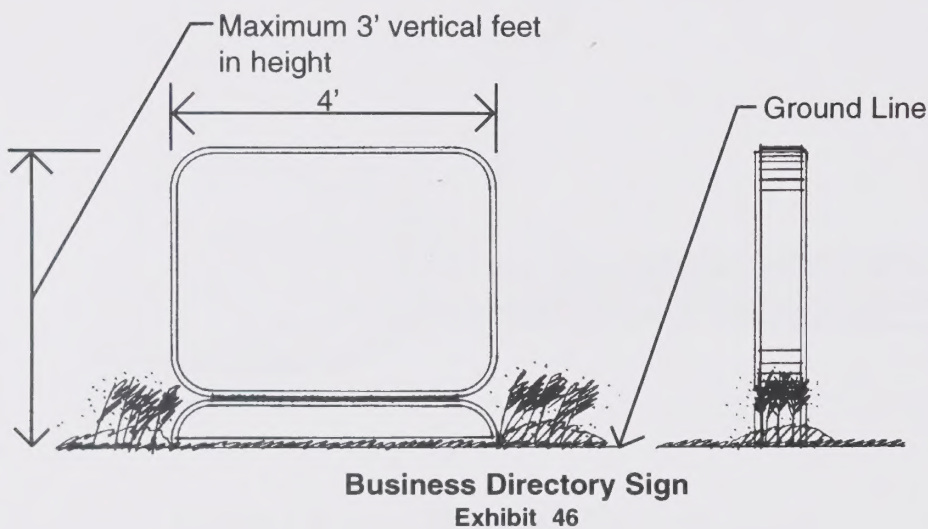


5.4.11 **Business directly signs** which are freestanding shall be located near the primary entry and access drive. These signs shall be limited to identifying the building address and tenants, and shall be visible from the intersection of a private driveway and a public street. These signs shall not be allowed elsewhere within the landscape setback area or along street frontages.

5.4.12 **Business directory signs** shall not exceed a maximum area of twelve (12) square feet per face, may be double faced adjacent to a street front and single faced adjacent to a building, and shall not exceed three (3) feet in vertical height. Signs shall be limited to one sign per building. More than one building address and tenant may be identified on one sign. Signs shall be consistent with the overall building architecture.

5.4.13 **Information/directional signs** shall be used to provide direction to on-site automobile traffic or pedestrians and not visible from off-site areas. Informational/directional signs shall be limited to six (6) square feet per face, double faced. This sign shall not exceed three (3) feet in vertical height.

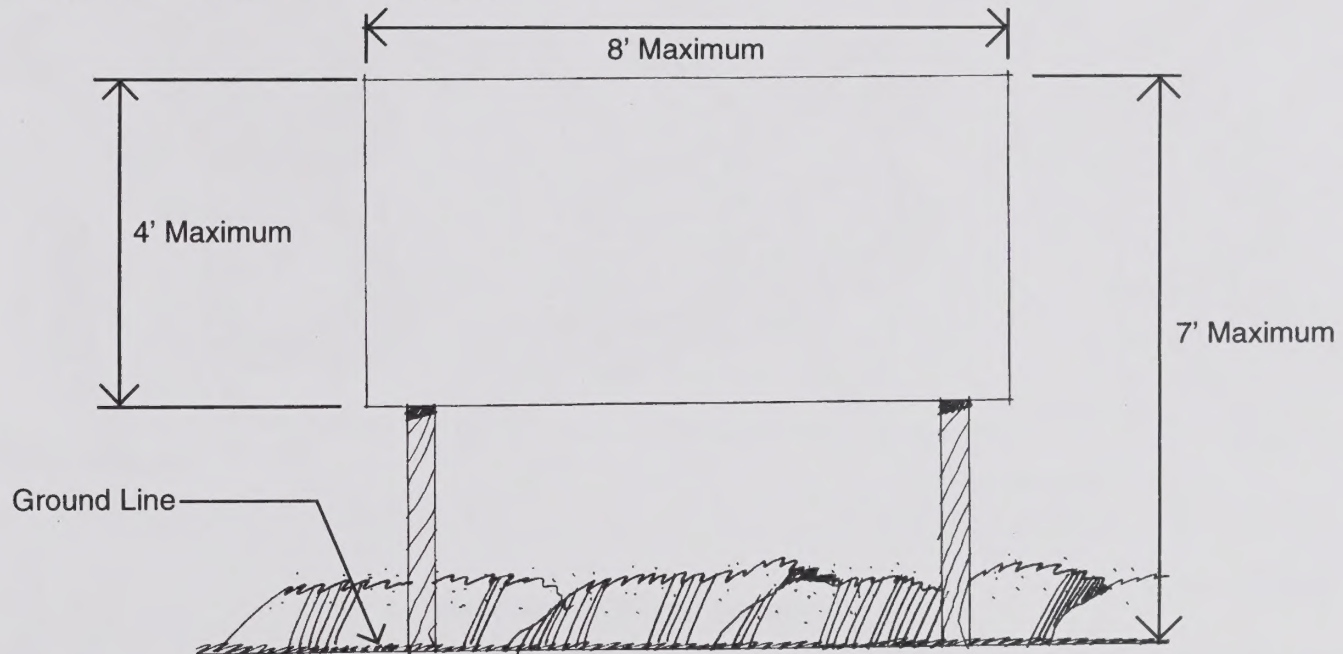
5.4.14 **Informational/directional signs** shall be limited to the identification of function and/or service and shall not contain the name of the business, company or corporation providing the function and/or service. When appropriate, such signs shall contain a directional arrow and provide direction to functions and/or services or information such as Authorized Vehicles Only, Handicapped Parking Only, and Loading Zone.



5.4.15 **Temporary signs** shall be allowed to provide information and facilitate information during the construction and marketing. Such signs shall be limited to one per lot, with a maximum of thirty-two (32) square feet and seven (7) feet in overall height.

5.4.16 **Temporary directory signs** shall be permitted on construction sites, and limited to one (1) for all contractors. The sign shall not exceed thirty-two (32) square feet, unless legally required by government contracts to be larger. The sign shall not exceed seven (7) feet in overall height and shall be located no less than ten (10) feet from any property line. These signs shall be removed upon completion of the project.

5.4.17 **Future tenant signs** may be placed on vacant or developing property to advertise the future use of the property and where this information may be obtained. Such signs shall be limited to one per street frontage and to a maximum of thirty-two (32) square feet in area and seven (7) feet in overall height. These signs shall be placed no less than ten (10) feet from the property line. Any such sign shall be removed upon occupancy of the project.

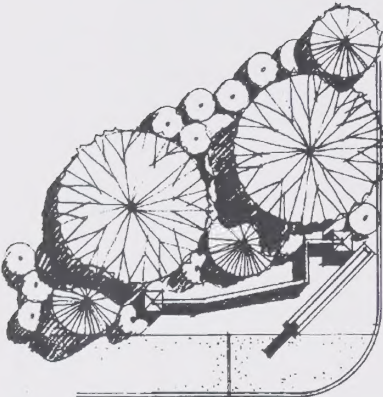


Temporary Sign Detail

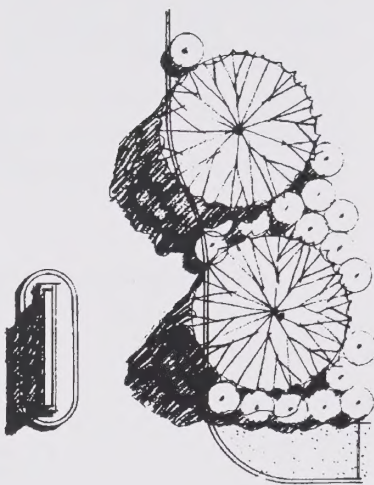
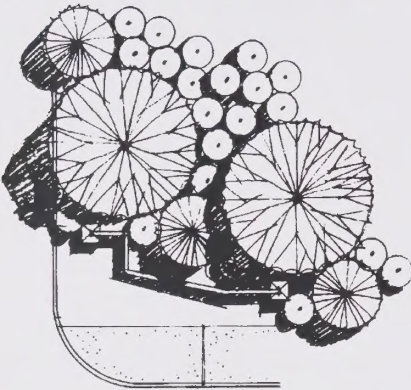
Exhibit 48



5.4.18 **Centre identification signs** may also be installed at key intersections, in landscaped areas within the right-of-way or landscaped street medians. Centre identification signs shall be limited to thirty-two (32) square feet and not exceed four (4) feet in vertical height, and only identify the overall business park.



Side Entry Sign



Median Entry Sign

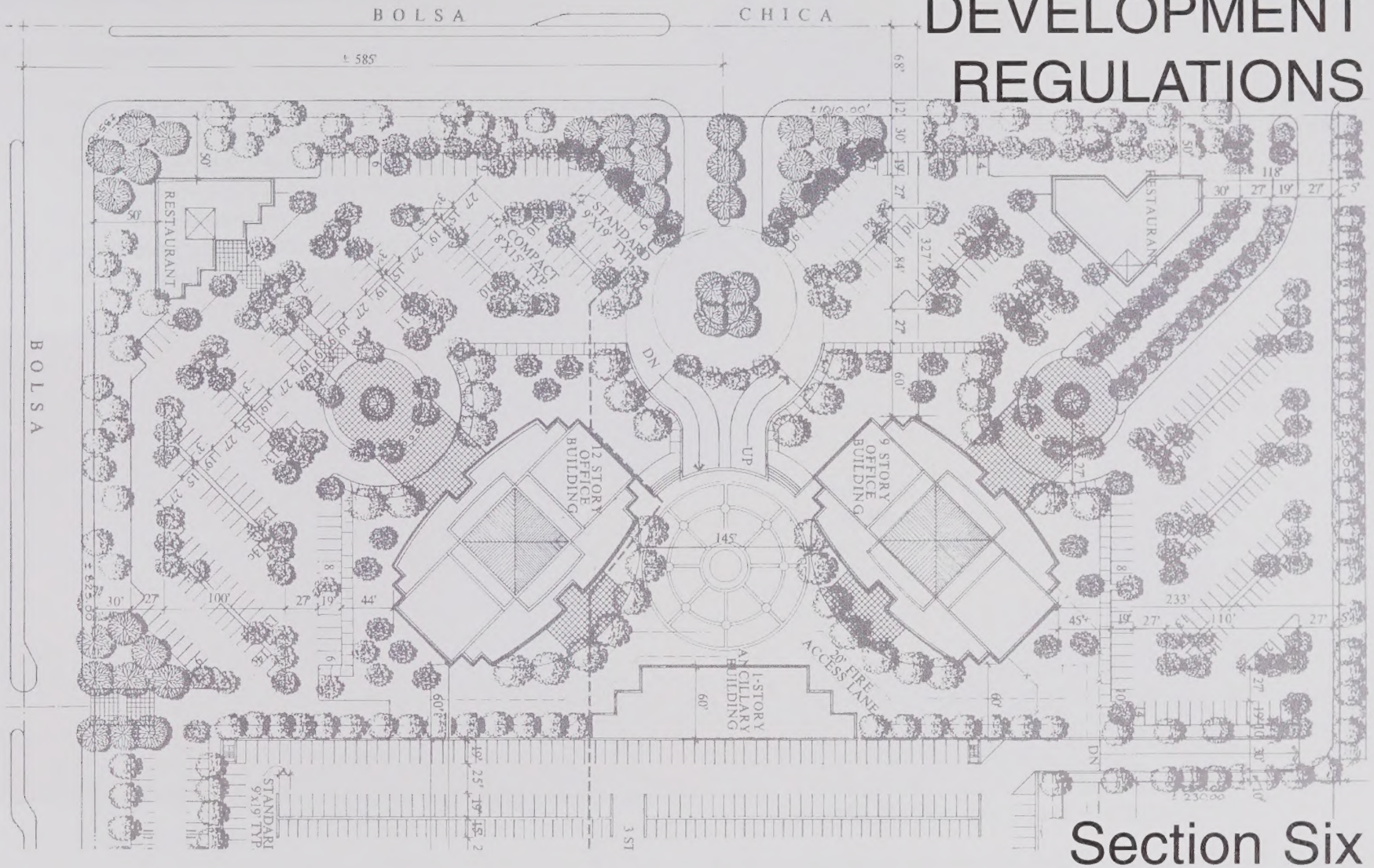
Centre Identification Signs

Sign Detail

Exhibit 49

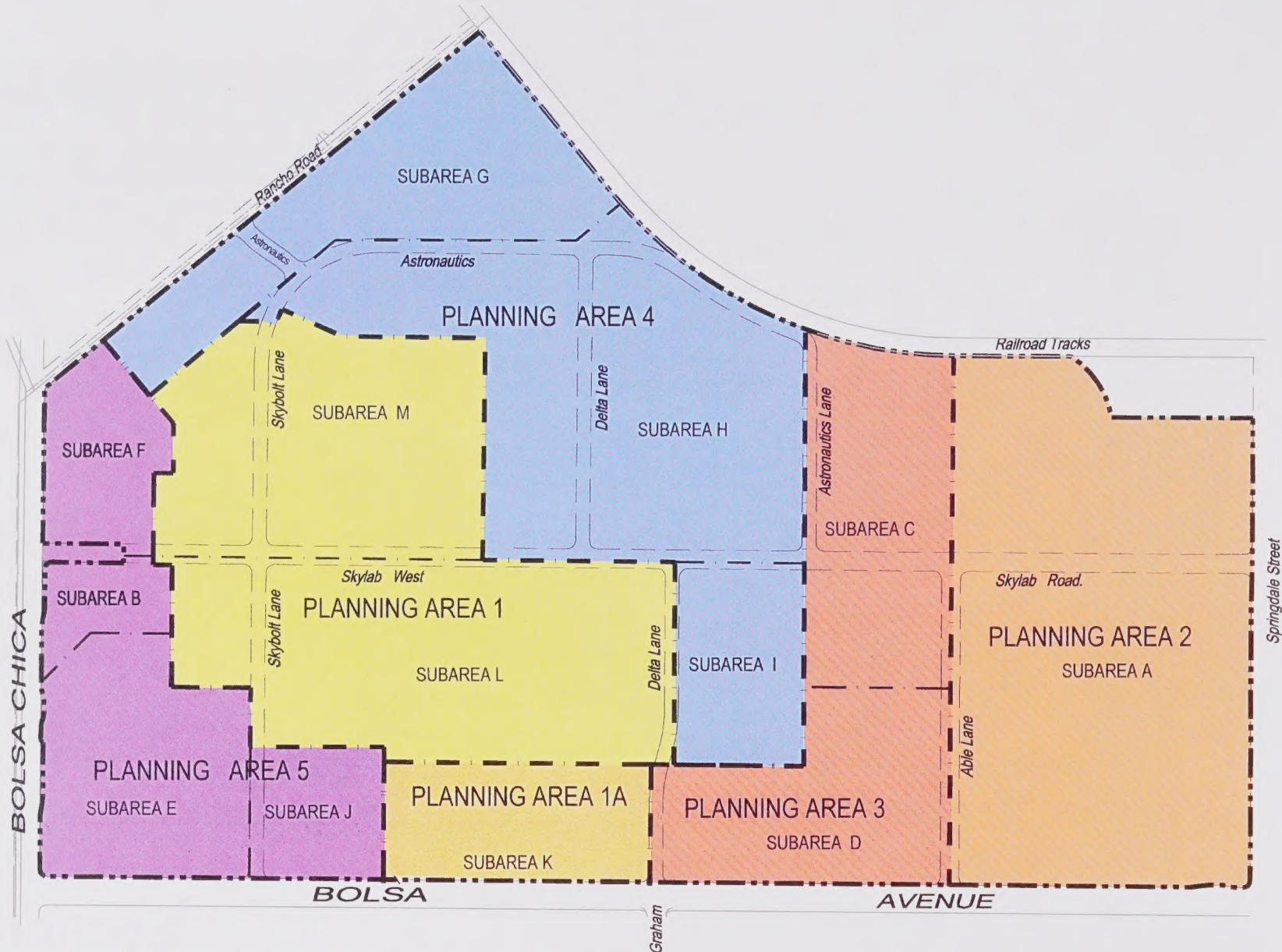


DEVELOPMENT REGULATIONS



Section Six





Planning Areas and Subareas Map

Exhibit 50 - Revised 12/2001



DEVELOPMENT REGULATIONS

6.0 PURPOSE

The purpose of this section is to provide specific development regulations and standards that will be applied to individual development projects in each Planning Area of the Specific Plan. Upon adoption by the City of Huntington Beach, the McDonnell Centre Business Park Specific Plan will be the zoning document for the project area.

6.1 GENERAL PROVISIONS

The provisions contained herein shall govern the design and development of the McDonnell Centre Business Park Specific Plan area. Standards and/or criteria for development and activities not specifically addressed in this Specific Plan may require referral to the current provisions of the Huntington Beach Zoning and Subdivision Ordinance and Municipal Code.

Whenever a use has not been specifically listed as being a permitted use in a particular Planning Area of the Specific Plan, it shall be the duty of the Director of Planning to determine if the use is consistent with the intent of this Specific Plan and compatible with other permitted uses. In the case of any conflicting provisions the regulation and policies of the Specific Plan shall prevail. In addition, all projects must comply with the following policies.

6.1.0 POLICIES:

- 6.1.1 Notwithstanding provisions to the contrary, all grading shall be approved by both the Directors of Planning and Public Works.
- 6.1.2 All construction shall comply with all provisions of the current Uniform Building Code and as subsequently amended in the future and applicable sections of the Huntington Beach Municipal Code.
- 6.1.3 Construction may commence only after the Director of Planning finds that the project is consistent with the regulations, and applicable policies and guidelines of the Specific Plan.
- 6.1.4 All structures in existence at the time of adoption shall be deemed in conformance with the Specific Plan. All existing buildings and facilities are deemed to be permitted and are in conformity with the Specific Plan.
- 6.1.5 Request for expansion and/or new construction of aerospace buildings and facilities within Planning Area 1 for aerospace related uses shall be compatible with the existing uses and subject to the limited industrial ("IL") & ("IL-H") provisions of the current Huntington Beach Zoning and Subdivision Ordinance and Municipal Code. This type of project shall not be subject to the provisions of the Specific Plan..
- 6.1.6 Expansion of the existing aerospace facility beyond Planning Area 1 into an adjacent Planning Area shall



be subject to both the current provisions of the City's Zoning and Subdivision ordinance and The McDonnell Centre Business Park Specific Plan.

6.2 DEFINITIONS

For the purposes of the Specific Plan, words, phrases and terms shall have the meanings as defined below. Terms not specifically defined in the Specific Plan shall have the same definition as used in the City of Huntington Beach Zoning and Subdivision Ordinance at the time of Specific Plan adoption.

When not inconsistent with the context, words used in the present tense include the future tense; words used in the singular number include the plural number; and words of the masculine gender include the feminine and neuter gender. The word "shall" is always mandatory and the word "may" is permissive.

- 6.2.1 **Accessory building.** A detached building on the same site as a main building, the use of which is incidental to that of the main building such as a storage shed, etc., and which is used exclusively by the occupants of the main building.
- 6.2.2 **Antenna, satellite dish.** An apparatus capable of receiving communications from a transmitter or transmitter relay.
- 6.2.3 **Architectural projections or appurtenances.** Features on buildings which provide visual variation

and/or relief but do not serve as interior or exterior living or working space.

- 6.2.4 **Building height.** The vertical dimension measured from the top of the highest roofline to the finished pad elevation shown on the approved grading plan.
- 6.2.5 **Building, main.** A building in which the principal use of the lot is conducted.
- 6.2.6 **Director.** Director of Planning for the City.
- 6.2.7 **Entryway.** The point of ingress and egress from a public or private street to the individual project.
- 6.2.8 **Final approval.** Ten (10) days after approval by the discretionary body and no appeal of that decision has been filed.
- 6.2.9 **Grade.** The surface of the ground or pavement at a stated location as it exists prior to disturbance in preparation for a project by this code, includes natural grade.
- 6.2.10 **Gross floor area.** The total area of each floor within the building exterior walls.
- 6.2.11 **Gross site area.** The area computed within the lot lines of a parcel of land before public streets, easements, or other areas, to be dedicated or reserved for public use, have been deducted.



- 6.2.12 **Landscaping.** The planting and continued maintenance of suitable plant materials, and which includes an adequate irrigation system.
- 6.2.13 **Line of sight.** A visual path emanating from an average eye level adjudged to be five (5) feet above ground level.
- 6.2.14 **Local street.** A low-speed, low-volume thoroughfare used primarily for access to individual properties.
- 6.2.15 **Lot.** Any numbered or lettered parcel shown on a recorded tract map, a record of survey pursuant to an approved division of land, or a parcel map. A lot includes any area of land under one ownership abutting upon at least one street, alley or recorded easement.
- 6.2.16 **Lot area.** See net site area.
- 6.2.17 **Lot depth.** The average horizontal distance between the front and rear property lines, measured in the mean direction of the side property lines.
- 6.2.18 **Lot frontage.** The linear length of a lot measured along the property line adjacent to a street or easement.
- 6.2.19 **Lot line.** Any line bounding a lot. "Property line" means the same as "lot line."
- 6.2.20 **Lot line, front.** On an interior lot, the front lot line is the property line abutting the street. On a corner or reverse corner lot, the front lot line is the shorter property line abutting a street, except in those cases

where the subdivision or parcel map specified another line as the front lot line. On a through lot, or a lot with three or more sides abutting a street, or a corner or a reverse corner lot with lot lines of equal length, the Director shall determine which property line shall be the front lot line for the purposes of compliance with yard and setback provisions of this division. On a private street or easement, the front and/or exterior lot line shall be designed as the edge of the easement.

- 6.2.21 **Lot line, interior.** A lot line not abutting a street.
- 6.2.22 **Lot line, rear.** A lot line not abutting a street which is opposite and most distant from the front lot line; in the case of an irregularly shaped lot, the rear lot line shall be determined by the Director. A lot which is bounded on all sides by streets may have no rear lot lines.
- 6.2.23 **Lot width.** Lot width shall be calculated as indicated for the following types of lots:
- (a) Rectangular lot shall be measured along a line equidistant to and twenty (20) feet from the front property line.
 - (b) Cul-de-sac and knuckle lots shall be measured twenty (20) feet from the front property line along a line perpendicular to the bisector of the front property line.
 - (c) Cul-de-sac lots siding on another street, or similar properties, shall be measured along a line perpendicular to the interior side property line and twenty (20) feet from the front property line.
- 6.2.24 **Net site area.** The total horizontal area within the property lines of a parcel of land exclusive of all rights-of-way, easements or dedications which physically prohibit the surface use of that portion of the



property for other than vehicular ingress and egress, and/or landscaping.

- 6.2.25 **Open space.** Any part of a lot or parcel unobstructed from the ground upward, excepting architectural features extending no more than thirty (30) inches from the structure. Driveways and other parking areas shall not be considered open space..
- 6.2.26 **Parking structure.** A structure used for parking of vehicles where parking spaces, turning radii and drive aisles are incorporated within the structure.
- 6.2.27 **Person.** The word "person" includes association, company, firm, corporation, partnership, copartnership or joint venture.
- 6.2.28 **Private street.** A privately owned and maintained roadway used to provide vehicle access to abutting properties.
- 6.2.29 **Retail commercial use.** Permitted uses within this designation include restaurants, hotels, entertainment and general merchandise establishments.
- 6.2.30 **Setback line.** The line which defines the width or depth of the required yard. Such line shall be parallel to the property line and removed therefrom by the perpendicular distance described as the setback.
- 6.2.31 **Site.** Any legally created parcel of land bounded by property lines after dedication.

- 6.2.32 **Site coverage.** The building area of all structures on a site, as measured from all exterior building surfaces. Architectural features such as bay windows, eaves and canopies that do not project more than thirty (30) inches, and decks that do not exceed more than forty-two (42) inches in height are excluded.
- 6.2.33 **Site plan.** A plan prepared to scale, showing accurate and complete dimensions of all: buildings, structures, landscaping, parking, drive aisles, uses, etc. and the exact manner of development proposed for a specific parcel of land.
- 6.2.34 **Story.** That portion of a building included between the surface of any floor and the surface of the floor next above it or the finished under surface of the roof directly above.
- 6.2.35 **Street.** A public or approved private thoroughfare or road easement which affords the principal means of access to abutting property.
- 6.2.36 **Structure.** Any building or portion thereof, wall, fence, etc., extending forty-two (42) inches in height above the grade.



- 6.2.37 **Structural alteration.** Any change in, or alterations to, the structure of a building involving: the bearing wall, column, beam or ceiling joints, roof rafters, roof diaphragms, foundations, retaining walls or similar components.
- 6.2.38 **Ultimate right-of-way.** The adopted maximum width for any street, alley or thoroughfare as established by: the general plan, a precise plan of street, alley or private street alignment, a recorded parcel map, or a standard plan of the department of Public Works. Such thoroughfares shall include any adjacent public easement used as a walkway and/or utility easement.
- 6.2.39 **Use.** The purpose for which land or building is arranged, designed, or intended, or for which it is occupied or maintained.
- 6.2.40 **Wall or fence.** Any structure or devise forming a physical barrier. This definition shall include: wood, concrete, concrete block, brick, stone or other masonry material.
- 6.2.41 **Yard.** An open, unoccupied space on a lot on which a building is situated and, except where provided in the ordinance code, is completely unobstructed from the ground to the sky.
- 6.2.42 **Yard, front.** A yard extending across the full width of the lot between the side lot lines and between the front lot line and either the nearest line of the main building or the nearest line of any enclosed or covered porch. The front lot line shall be deemed to be the existing

nearest right-of-way line of the abutting street, road or highway, unless a different right-of-way line for future use shall have been precisely fixed by formal action of the City Council pursuant to law or ordinance.

- 6.2.43 **Yard, rear.** A yard extending across the full width of the lot between the side lot lines and measured between the rear lot line and the nearest rear line of the main building or the nearest line of any enclosed or covered porch.
- 6.2.44 **Yard, side.** A yard extending from the front yard to the rear yard between the side property line and the nearest line of the main building or any accessory building.
- 6.2.45 **Zone.** A district as defined in the state Conservation and Planning Act, shown on the official zoning maps and to which uniform regulations apply.
- 6.2.46 **Zoning maps.** the official zoning maps of the City of Huntington Beach which are a part of the comprehensive zoning ordinance.



Permitted Uses	Planning Area					
	1	1a	2	3	4	5
INDUSTRIAL						
MDA Aerospace, including all existing buildings and facilities as well as expansion of similar facilities under the existing development standards. Such uses may include tank fabrication and assembly operation, heavy welding, insulation, and thermal protective coatings.	●	●		●	●	●
Manufacturing	●	●	●	●	●	●
Warehousing	●	●	●	●	●	●
Light Industrial	●	●	●	●	●	●
Research and Development	●	●	●	●	●	●
COMMERCIAL						
Banks and other Financial Institutions		●				●
Commercial Recreation and Entertainment						●
Communication Facilities	●	●	●	●	●	●
Eating & Drinking Establishments	●	●	◐	●	●	●
Hotels, Motels and Ancillary Retail Uses		●	◐	●		●
Retail Sales		●		●		
Maintenance & Repair Services	●	●	●	●	●	●
Warehouse & Sales Outlets	●	●	●	●	●	●
OFFICE						
Business & Professional	●	●	●	●	●	●
Personal Services		●				●
Research & Development Services	●	●	●	●	●	●
Laboratories	●	●	●	●	●	●
PUBLIC AND SEMIPUBLIC						
Conference Facilities	●	●		●	●	●
Day Care, General	●	●	●	●	●	●
Governmental Facilities	●	●	●	●	●	●
Heliports Maintenance and Service Facilities	●				●	
Public Utilities and Facilities	●	●	●	●	●	●

◐ Restaurant and Hotel uses are only permitted within Planning Area 2, north of Skylab Road

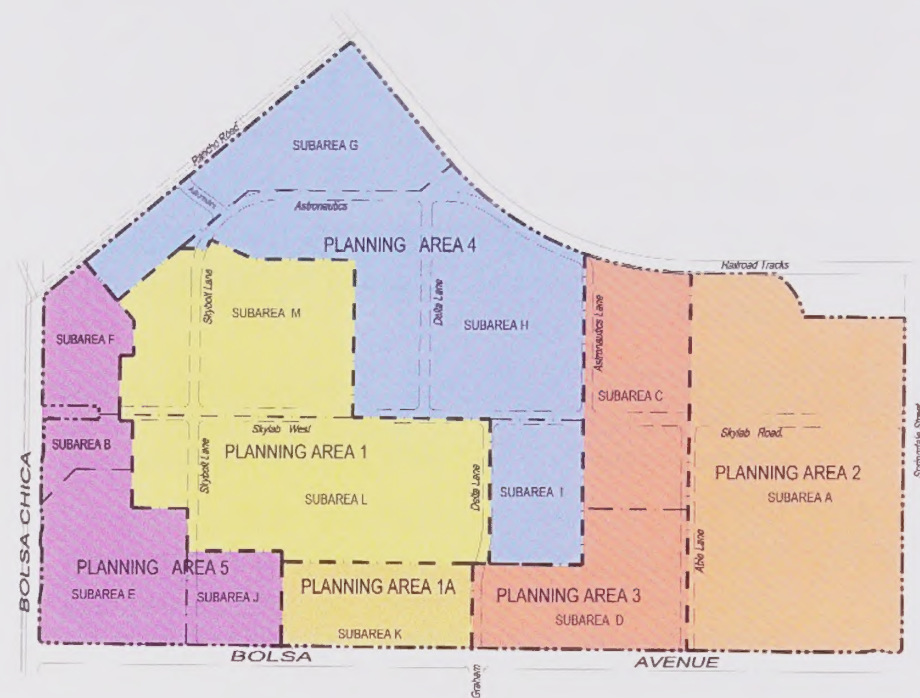


Exhibit 51 - Revised 12/2001

6.3 DEVELOPMENT STANDARDS

The Development Standards shall serve as the mechanism for the implementation of the McDonnell Centre Business Park land uses. The standards set forth in this section will assure that future development within the Centre is implemented in a manner consistent with the intent of the project area Master Plan. The standards contained herein provide flexible mechanisms to anticipate future needs and achieve compatibility between land uses and the surrounding community. Standards and guidelines are designed to be compatible with the existing land use categories of the City. The primary land uses in the McDonnell Centre Business Park shall be industrial and research and development. Commercial, office, public and semi-public uses are secondary and may be permitted in certain Planning Areas. Development Standards shall be established for each Planning Area in order to accommodate a variety of alternative uses in each area.

- 6.3.1 **Permitted Uses.** Permitted uses shall be established in each Planning Area and shall be required to meet all applicable provisions of the Huntington Beach Ordinance Code.

All structures incidental and accessory to a permitted principal use or structure, may be erected on any parcel containing a main building provided that such structures conform with all requirements of the Specific Plan.

Parking structures may be constructed in each Planning Area and subject to all the development regulations of the Planning Area with the exception of maximum floor area ration and maximum site coverage. No maximum shall be established for these provisions.

- 6.3.2 **Maximum building height.** The maximum allowable building height shall be established in each Planning Area. An additional ten (10) feet in height will be allowed for roofline treatment, architectural features and special equipment or mechanical devices. Building height may also be increased by fourteen (14) feet to allow roof top mechanical, multi story buildings, (three (3) or more) may request up to twenty (20) percent of the building height for mechanical equipment housing.
- 6.3.3 **Intensity.** Maximum intensity shall be established in each Planning Area. The overall intensity for the Specific Plan area has been established by the City's General Plan with a floor area ratio (F.A.R. of .75.) The maximum F.A.R. for each Planning Area varies to accommodate the anticipated uses.

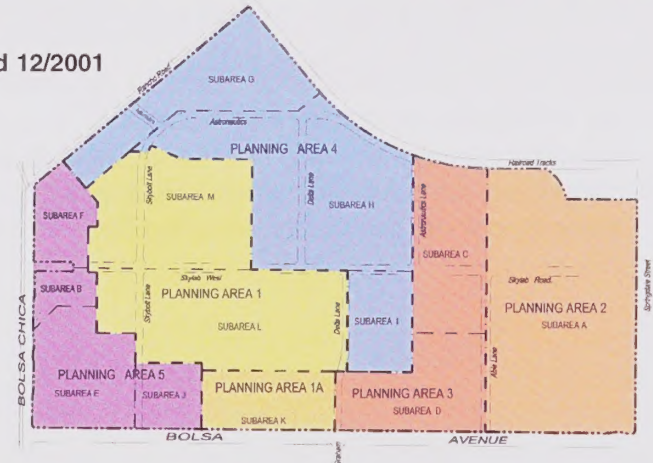


Development Regulations Chart

	1 ¹	1		1A	2	3		4			5			
		L	M	K	A	C	D	G	H	I	B	E	F	J
Maximum Intensity (F.A.R.)	0.75	0.75	0.75	0.75	0.65	0.65	0.65	0.65	0.65	0.65	0.75	0.75	0.75	0.75
Minimum Lot Size (AC) ²	NA	2.5	2.5	1.0	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.0	1.0	1.0
Minimum Lot Frontage	100'	250'	250'	250'	250'	250'	250'	250'	250'	250'	250'	250'	250'	250'
Maximum Bldg. Height	250'	50'	50'	50'	50'	50'	50'	40'	40'	50'	50'	175'	75'	75'
Maximum Lot Coverage	50%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%
Minimum Setback														
Front	20'	25'	35'	35'	35'	35'	35'	25'	25'	25'	35'	35'	35'	35'
Interior Side	15'	10'	15'	10'	15'	15'	10'	10'	15'	15'	10'	10'	10'	10'
Exterior Side	10'	15'	25'	15'	25'	25'	15'	15'	25'	25'	15'	15'	15'	15'
Rear		10'	15'	10'	15' ³	15' ³	10'	10'	15'	15'	10'	10'	10'	10'
Minimum Landscape	8%	10%	10%	15%	10%	10%	15%	10%	10%	10%	15%	15%	15%	15%
Minimum Perimeter Landscape														
Front		15'	15'	15'	15'	15'	15'	10'	15'	15'	15'	15'	15'	15'
Interior Side		5'	5'	5'	5'	5'	5'	5'	5'	5'	5'	5'	5'	5'
Exterior Side		10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'
Interior Rear		5'	5'	5'	5'	5'	5'	5'	5'	5'	5'	5'	5'	5'
Exterior Side		10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'
Adjacent to Arterial Hwy.		NA	NA	24'	24'	NA	24'	24'	NA	NA	24'	24'	24'	24'

- 1 Only expansion to existing Aerospace Facility is subject to these regulations.
- 2 Smaller parcels can be approved by the Director of Planning for public utility uses.
- 3 Minimum rear setback 50' when adjacent to residential areas.

Exhibit 52 - Revised 12/2001



6.3.4 **Parking.** All developments will be required to meet the minimum on-site parking standards of the Huntington Beach Zoning and Subdivision Ordinance. In addition, the following may apply:

- Standard parking stall size shall be nine (9) feet wide by nineteen (19) feet deep and may be reduced to provide a wheel stop at seventeen (17) feet with a two (2) foot overhang to expand the landscaping. This additional landscape area will not be credited toward the required landscape percentage.
- A compact parking stall size of eight feet zero inches (8'-0") wide by seventeen (17) feet deep may be proposed for employee parking areas, up to a maximum of twenty five (25) percent of the total required parking spaces.
- Total parking required by the Huntington Beach Zoning and Subdivision Ordinance may be installed in phases, as needed, provided sufficient parking for employee projections can be met. The initial phase of required parking shall be a minimum of fifty (50) percent of the required parking. A covenant shall be recorded on the property prior to occupancy to insure provision of all parking as necessary.
- Shared parking may be permitted for combined office and commercial uses. A shared parking program may allow for a reduction of code required parking by up to twenty five (25) percent, based upon a shared parking analysis.

Parking Standards

Use	Required Parking
Office Administrative Research and Development	1 sp./250 s.f.
Industrial and Manufacturing	1 sp./500 s.f.
Warehouse and Distribution	1 sp./500 s.f. (for the first 20,000 s.f.) 1 sp./5,000 s.f. (for over 20,000 s.f.)
Hotel/Motel	.75 sp./room plus 2 sp./Manager
Restaurant	1 sp./100 s.f.
Retail	1 sp./200 s.f.

Exhibit 53



- Shared off-site parking facilities may also be permitted for adjacent office and industrial uses.
- Handicap accessible parking spaces shall be provided as required by the California Building Code.
- All areas set aside for future parking facilities shall be landscaped consistent with other on-site landscaping and may not be used for building development or expansion.
- Any existing aerospace required surface parking as described in the Specific Plan parking requirements, removed for new development shall be replaced on a one for one basis concurrent with new development.

6.3.5 **Landscaping.** In addition to the Landscape Guidelines contained in the Specific Plan and City Standard Landscape Plans: all setback and parking lot areas fronting on, or visible from, adjacent public streets shall be landscaped and permanently maintained in an attractive manner.

6.3.6 **Signs.** All signs in the project area shall conform to the provisions of the City's Zoning and Subdivision Ordinance and shall be consistent with the guidelines of the Specific plan.

6.3.7 **Lighting.** All illumination of streets, parking areas, and project sites, shall be coordinated to provide a consistent illumination intensity. Emphasis shall be placed on areas of high vehicular and pedestrian activity. Light fixtures and standards shall be consistent with building architectural style.

6.3.8 **Fencing.** Walls and fences are encouraged as means of providing security and screening. Walls shall be constructed of masonry or concrete materials consistent with, and complimentary to, building architecture. Fencing shall be restricted to ornamental iron; chain-link fencing shall not be used.

6.3.9 **Electrical vehicle charging station** may be required for new commercial/industrial developments at the discretion of the Directors of Planning and Public Works.



Development Regulations Check List

	Required/ Allowed	Request	Comments
Use			
Intensity (F.A.R.)			
Lot Size (AC)			
Lot Frontage			
Building Height			
Lot Coverage			
Setback			
Front			
Interior Side			
Exterior Side			
Rear			
Landscape			
Perimeter Landscape			
Front			
Interior Side			
Exterior Side			
Interior Rear			
Exterior Side			
Arterial Highway			

Exhibit 54

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Design Guidelines Policy Check List

5.1	Site Planning Guidelines	Good	Modify/ Explain	Redesign	Comments
5.1.1	Site Layout				
5.1.2	Building Orientation				
5.1.3	Parking Layout				
5.1.4	Loading & Storage Layout				
5.1.5	Site Access				
5.1.6	On-Site Circulation				
5.1.7	Entry Drive Design				
5.1.8	Handicap Accessibility				
5.1.9	Energy Conservation				
5.1.10	Security Provisions				
5.1.11	Relationship to Adj Sites				

Exhibit 55



Design Guidelines Policy Check List

5.2 Architectural Guidelines	Good	Modify/ Explain	Redesign	Comments
All Buildings				
5.2.1 Building Location				
5.2.2 Building Massing				
5.2.3 Building Articulation				
5.2.4 Building Relationships				
5.2.5 Building Entries				
5.2.6 Building Materials				
5.2.7 Glazing				
5.2.8 Equipment Screening				
5.2.9 Exterior Lighting				
5.2.10 Trash Enclosures				
Industrial Buildings				
5.2.11 Building Design				
5.2.12 Building Entries				
5.2.13 Building Materials				
5.2.14 Mechanical Equipment				
5.2.15 Satellite Structures				
5.2.16 Loading Areas				
5.2.17 Outdoor Storage				
Commercial/Office Buildings				
5.2.18 Building Design				
5.2.19 Building Materials				
5.2.20 Building Illumination				



Design Guidelines Policy Check List

5.3 Landscape Guidelines	Good	Modify/ Explain	Redesign	Comments
5.3.1 Site Layout				
5.3.2 Existing Trees				
5.3.3 Landscape Design				
5.3.4 Plant Materials				
5.3.5 Right-Of-Way Areas				
5.3.6 Pedestrian Walkways				
5.3.7 Perimeter Landscaping				
5.3.8 Parking Lots				
5.3.9 Interior Property Lines				
5.3.10 Entry Drives				
5.3.11 Entry Plazas				
5.3.12 Buffer Areas				
5.3.13 Screening				
5.3.14 Lighting				
5.3.15 Water Conservation				

Exhibit 55



Design Guidelines Policy Check List

5.4	Signage Guidelines	Good	Modify/ Explain	Redesign	Comments
5.4.1	Wall Sign Design				
5.4.2	Wall Sign Location				
5.4.3	Wall Sign Materials				
5.4.4	Wall Sign Size				
5.4.5	Tenant Sign Location				
5.4.6	Tenant Sign Quantity				
5.4.7	Additional Wall Sign Design/Size				
5.4.8	Free Standing Sign Design/Size				
5.4.9	Entry Sign Design/Size				
5.4.10	Entry Sign Content				
5.4.11	Business Directory Sign Content				
5.4.12	Business Directory Sign Design/Size				
5.4.13	Information/Directional Sign Design/Size				
5.4.14	Information/Directional Sign Content				
5.4.15	Temporary Sign Design/Size				
5.4.16	Temporary Directory Sign Design/Size				
5.4.17	Future Tenant Sign Design/Size				
5.4.18	Centre Identification Sign Design/Size				



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